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### REINFORCED CONCRETE ELEVATOR.

Our illustration shows a good example of the application of reinforced concrete in building small fireproof elevators for country stations and milling plants. In this case, while the total storage is only 70,000 bushels, the requirements of the owners demanded that it should be divided into small bins for the convenience of their business, the owners being the Climax Milling Company of Hopkinsville, Ky.

The building is 52 by 32 feet on the ground plan, with bins 60 feet deep. The storage is divided into fifteen bins, of which eleven hold 6,000

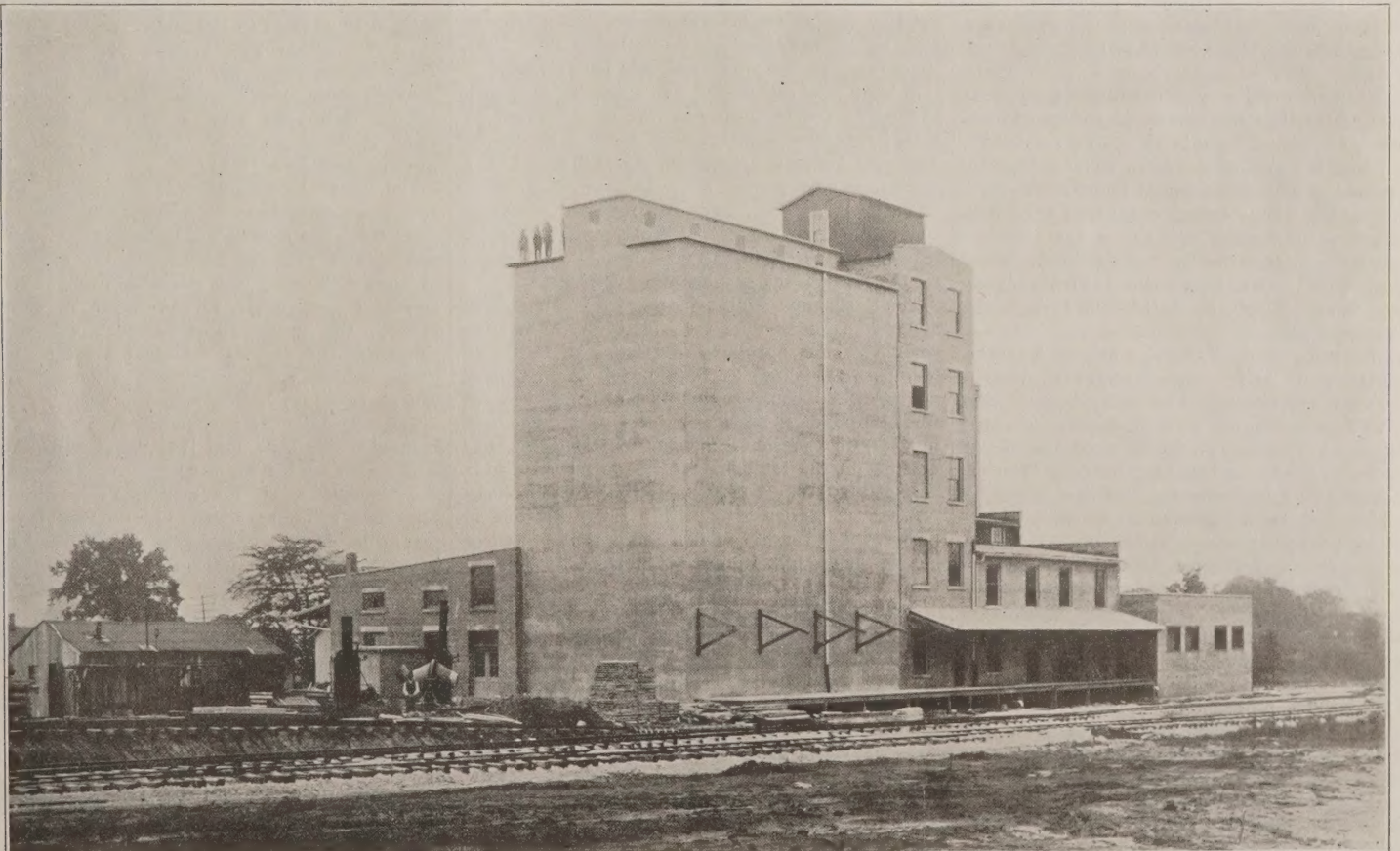
bushels each and four 1,000 bushels each. All are square, or rectangular, with self-cleaning hoppers. The cupola and roofs are of molded, reinforced concrete, with wire glass and steel frame windows. All spouting is of steel. The working house and adjacent mill buildings are of brick and mill construction.

It is interesting to know that a plant of this character can be erected at a cost not greatly in excess of what it would cost in wood construction and in practically the same length of time. The contractors, the Macdonald Engineering Company of Chicago, began the work in the early part of March of this year, and completed it in 100 days.

### [For the "American Elevator and Grain Trade."] A HISTORY OF AMERICAN EXCHANGES—THE KANSAS CITY BOARD OF TRADE.

BY L. C. BREED.

The Kansas City of to-day owes much to its Board of Trade, far more relatively than in case of most cities, particularly the older eastern centers of population. This will be seen from the fact that at the time the Board was organized the population of the city was only about 20,000; but as the men who were instrumental in its formation were aware of the special and general advantages to the city



REINFORCED CONCRETE ELEVATOR OF THE CLIMAX MILLING COMPANY, HOPKINSVILLE, KY.  
The Macdonald Engineering Company, Chicago, Engineers and Contractors.



of such an organization, if formed on broad lines, they did not await a further growth of the city before launching the enterprise. And the results in good works have been many. A number of the men who in previous years composed its working force and directed its energies have since been enrolled on the list of the city's honored citizenship. Many of the enterprises which have promoted the commercial importance of Kansas City and which have extended its sphere of influence so widely were fostered, encouraged and finally carried to successful completion through the efforts of the Board of Trade.

The organization of the Board of Trade primarily was rendered necessary by the cessation of the old Chamber of Commerce, established in 1857. After the Civil War this body soon revived and perfected the various enterprises which it had inaugurated prior to the war. In accomplishing these results the leading and most influential members became connected with the enterprises which the Chamber had been instrumental in starting and were engrossed in them to such an extent as to be unable to attend to the duties of the organization. And, besides, the objects for which it was instituted were now secured and the class of interests which came in with the new era of growth and prosperity demanded a different kind of organization.

As a result, the Board of Trade was organized Feb. 9, 1869, with a charter membership of sixty-seven. T. K. Hanna, who has since been known as the "Father of the Kansas City Board of Trade," was made the first president, with M. Dively and S. S. Matthews as vice-presidents; D. M. Keene as secretary and Howard M. Holden as treasurer. This voluntary organization declared its purpose to be "the general promotion of trade and commerce, the giving of proper direction to all commercial movements, the improvement of facilities for transportation, and the use of all proper means for advancing the interests of the business community."

Among the many interests which the Board of Trade vigorously aided in developing was that of the grain trade, the growth of which was marvelous, even in a country of such frequent examples as the United States. From the insignificant volume of a few hundred thousand bushels of grain before the war, the business has grown until yearly records of 50,000,000 bushels are not uncommon.

The trading feature was not introduced until 1872, at which time the name was changed to the "Board of Trade." At this time General W. H. Powell was the president. A. S. Haines, the secretary, was largely instrumental in bringing about trading on the floor. Among those who were then quite active in pushing the business at the exchange were S. B. Armour, T. B. Bullene, James Chaffee, W. C. Branham, Michael Flynn, A. L. Charles, James Marsh, R. C. Crowell, J. A. Davar and Robert Quade.

The Board of Trade obtained a charter from the Circuit Court in May, 1876. Howard M. Holden was elected president. The seventy-four persons who were enrolled as members included many of the men who organized the great industries and jobbing trade of the city. The organization now specifically declared that it was its object "to maintain a commercial exchange, to promote uniformity in the customs and usages of merchants, to inculcate principles of justice and equity in trade, to facilitate the speedy adjustment of business disputes, to acquire and disseminate valuable and economic information, and generally to secure to its members the benefits of co-operation in the furtherance of their legitimate pursuits."

By-laws which provided for the accomplishment of these results were adopted; regulations for the inspection of grain and provisions were formulated, including weighing, and a call board established.

The important change which took place in the Board of Trade in 1876 has now become a part of the history of Kansas City. The grain market, which by this time was considerable, was located west of the Union Depot in Union Avenue, and the

rooms of the Board of Trade were under the First National Bank, on the corner of Fifth and Delaware Streets, where they had been since 1872. In 1876 the members of the Board engaged in the grain business complained of the inconvenience of attending the meetings, held under the First National Bank. To remedy this inconvenience, Dr. Edward Dunscomb proposed that efforts be made to erect a suitable building. A ways and means committee reported in favor of incorporating and reorganizing the Board and making memberships permanent—the price to be fixed at \$100 each. This action was taken and the Board was incorporated as stated above. Up to this time there had been no regular membership fee, but an annual assessment of \$10 or \$20 was made, according to the class of business in which the respective members were engaged. Under this awkward arrangement the Board had not attained a membership much over one hundred, but under the new plan it speedily doubled.

The sum raised by membership fees was supplemented by \$10,000 borrowed from the citizens of Kansas City on second mortgage bonds, and the building proposition was at once taken up.

The site selected was the corner of Fifth and Del-



KANSAS CITY BOARD OF TRADE BUILDING.

aware Streets and \$15,700 was paid for the lot. A building costing \$47,468 was erected and the Board took up its new quarters in October, 1878. Ten years later, the structure was sold for \$100,000.

In 1885 the certificates had come to be worth \$500 each, and business had increased to such an extent that new quarters were deemed necessary. The new building proposition was submitted to a committee composed of H. J. Latshaw, A. J. Mead and John W. Moore, who soon reported the donation of a lot 120x172 feet, at Eighth and Wyandotte Streets, on the condition that a building be erected on the site costing not less than \$300,000.

The Exchange Building Association was chartered and memberships were taken at \$500. A building committee was appointed, consisting of E. H. Allen, H. J. Latshaw, T. B. Bullene, W. B. Grimes and Benj. McLean. First-class plans were secured from Burnham & Root, architects of Chicago, and in 1887, the present Chamber of Commerce was erected on the lot donated for the purpose, at a cost of \$700,000. It is an imposing fireproof structure, seven stories high, with a tower 200 feet in height. Membership in the Board is now limited to two hundred, and seats are worth \$2,500.

New Orleans grain exports for May were 83,288:50 bushels of wheat and 154,285:40 bushels of corn.

Walter Dyer of Dayton, Wash., tells Seattle people that he is investigating the feasibility of establishing a jute mill there to make jute bags. The state penitentiary now makes about 1,500,000 a year, which are sold at cost, but the requirements are at the lowest figures 20,000,000, and there is no immediate prospect of a larger output from the penal institution. Mr. Dyer says his scheme is to build a factory in Seattle and import Hindoo labor to work the machinery.

[For the "American Elevator and Grain Trade."]

## RE A FORGED BILL OF LADING.

BY J. L. ROSENBERGER,

▲ member of the Chicago and Cook County Bar.

A man named Smith made and subscribed, apparently in his own name, a draft upon a grain company, as drawee, for the sum of \$900, payable to the order of a bank doing business in Falls City, Neb. To the draft he attached what purported to be a bill of lading, indorsed in blank by himself, and signed by a station agent of the Missouri Pacific Railroad Company at Reserve, Kan., of a shipment of corn from the latter point to the grain company at Omaha, Neb. The two documents he delivered to the bank, with instructions to forward them for collection to Omaha and to account to him for their proceeds.

Reserve is about five miles distant from Falls City. Smith was an utter stranger to the bank officials, who knew nothing about the transaction, except what was represented on the face of the papers, which indicated nothing irregular or out of the usual course. They accepted the documents, and indorsed the draft to the Omaha National Bank, or order, for collection, and forwarded them to their correspondent, the latter-named bank, for collection and credit according to the custom of banks in such matters.

Under the same date, at Falls City, Smith wrote and sent to the grain company, by mail, a letter, saying: "I ship you to-day car No. 20,332 Mo. P., loaded 62,300 pounds wheat. See what you can do for me. Have another small car later." On the following day the Omaha Bank received the draft and bill of lading; delivered them to and received the amount of the former from the grain company, credited the sum to the account of the Falls City bank, and notified the latter of the fact. Without further information or notice, the bank paid the amount over to Smith, who has not since been seen or heard from by any of the parties. After a delay of several days, the grain company learned that the supposed bill of lading was a forgery, and that no grain had been shipped to them as consideration for the draft. Having demanded and being refused repayment of the money by the Falls City bank, an action was brought for its recovery. There was a judgment for the bank upon a demurrer which the Supreme Court of Nebraska affirms (*Nebraska Hay & Grain Company vs. First National Bank of Falls City*, 110 Northwestern Reporter, 1019).

The court holds that a bank which, without notice or suspicion of wrongdoing, receives a draft from the drawer for collection and demands and obtains payment of it from the drawee and in good faith pays the proceeds over to its employer, is not liable to the payor in damages, because the latter made payment without consideration and in reliance upon a forged bill of lading which the drawer had attached to and caused to be forwarded with the draft.

The Supreme Court commissioners say, in their opinion in the case, that they adopt without qualification the contention of counsel for the bank, that the principles of the law merchant were without applicability to the case made here, and that the latter was to be decided in accordance with the rules of law governing the relations of principal and agent; and having adopted that construction, there appeared no doubtful problem for solution. The functions and obligations of a collecting agent, merely as such, do not differ essentially or characteristically from those of a messenger boy. What may be his moral or social standing or financial responsibility are matters of no importance, so long as he is free from knowledge or participation in any wrongdoing by his principal. He performs his whole duty by delivering and receiving what he is intrusted to receive in exchange, and by disposing of the latter as his principal has directed. It is not only not his duty, but it would be an impertinence by him, to



inquire into the value, genuineness or validity of either the one article or the other.

In this case the draft was genuine. Whether it was signed by the real name of the drawer is not known and is immaterial. It was signed by him by such name as he chose to use, and that fact sufficed to establish his legal relations to it and to the parties with whom he dealt, whatever may have been his true name. The bank was innocent of any notice or of any participation in any wrongful act. The grain company asserted, and the bank admitted, that the bank assumed simply and solely the functions of a collecting agent. The obligations of such agency it performed promptly and with fidelity and without guile or suspicion of evil, and by so doing it discharged its whole duty. The business of banking and of collection agencies could not be carried on safely or at all if such institutions were held to be liable for the frauds and forgeries of their principals, with respect to collateral documents and transactions of which they were ignorant, or if their failure to inquire into and ascertain the genuineness and good faith of such matters was held to be actionable negligence.

The grain company was not bound to make payment until it received a satisfactory consideration, nor even then unless it had chosen so to do. If, as it alleged, it paid a draft drawn by an entire stranger, with whom it had had no previous dealings, and in reliance upon a spurious bill of sale, without ascertaining the genuineness of the documents and without an inspection and delivery of the grain, its loss was due to its own rashness and negligence and not to that of the intermediate parties through whom it dealt.

### COLORADO GRAIN DEALERS.

In view of the growing importance of the grain trade of Colorado, a call was issued to dealers requesting them to attend a meeting to be held at room 425 Tabor Opera House Building on May 17. This call was signed by M. S. Losey, of the Eaton Grain Company, Eaton, Colo.; N. C. Warren, of the Moody-Warren Commercial Company, Fort Collins; C. H. Bancroft, of the Bancroft-Mary Company, Trinidad, and T. D. Phelps, of the Phelps-Donahue Company, Denver.

On coming together, however, the dealers, and they were there from all parts of the state, were surprised by a speech at the opening by A. B. McClelland of Pueblo, who said: "As secretary of this organization—"

"But you're not secretary," expostulated half a dozen men from various parts of the room. "We haven't any secretary."

"Oh, yes, you have," continued Mr. McClelland. "I was elected five years ago. I can tell you who the president is, too. He is J. K. Mullen of Denver; and I could tell you the name of the treasurer if I had my records here."

"Then if we have a president and a secretary and a treasurer," said a shrewd member of the company, "very likely we have also a treasury. I move an appropriation of \$10,000 for a celebration."

"That motion is out of order because of lack of funds," replied the new-found secretary gravely. "There is in the treasury only a little more than \$300."

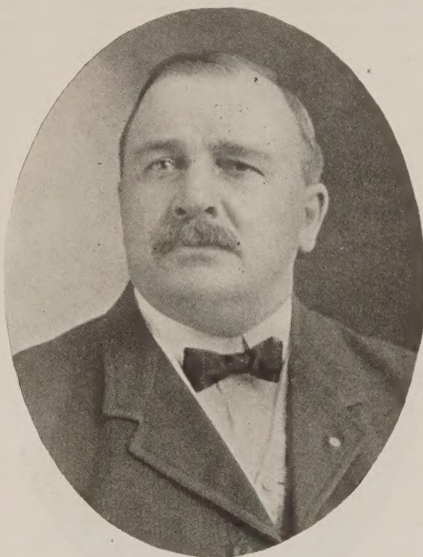
So the rejuvenated Colorado State Grain Dealers' Association started on its new lease of life with just about \$300 more than it had expected to find; and adjourned to Saturday, June 1, when a new constitution was adopted.

It is announced that one of the first things the Association will go after will be a law establishing a state inspector of grains. It is said that Eastern firms are shipping to Colorado dealers as "No. 1 Corn" a quality of grain that is really No. 2 or No. 3. To protect themselves from such imposition is one of the purposes for which the state inspector is wanted. In other states, where

such inspectors exist, "they examine the cars of grain as they come in and condemn such grains as are not of the quality represented."—Denver News.

### HENRY FEIG.

In 1893 the legislature of Minnesota passed an act declaring that, "All elevators and warehouses in which grain is received, stored, shipped or handled, situated on the right-of-way of any railroad, or adjacent thereto, to be used in connection with its line of railway at any station or siding other than Minneapolis, St. Paul or Duluth, shall be public warehouses, known as local warehouses, and be under the supervision and subject to the inspection of the Railroad and Warehouse Commission." Such houses must take out licenses and report all details of their business as demanded by the Commission, who "may cause such warehouse and the business thereof and the mode of conducting the same" to be inspected by the Commission or its author-



HENRY FEIG.

ized agent, who is known as the Supervising Inspector of Local Warehouses. The constitutionality of this act was assailed by one of the large elevator companies in a test case soon after it became operative, but it was sustained in all its provisions by the several courts before whom it was tried, including the federal Supreme Court. Later, on advice of the Attorney-General, the law was interpreted to include all local elevators, whether on or off the right-of-way, which enjoyed the usual railroad facilities. In this class were included those houses which were located on private property, but which had the usual railroad connections by sidetrack or spur. At the present time there are 1,733 such warehouses in the state, with an aggregate storage capacity of 37,000,000 bushels. The supervising inspector is Henry Feig, whose portrait appears herewith.

Mr. Feig was born in Minneapolis on July 21, 1861; but in 1870 the family moved to Kandiyohi County, to a farm, where he grew to manhood. In 1885 and 1887 Mr. Feig was clerk of the legislative committees on grain and on warehouses and railroads, respectively; and it was here that he first familiarized himself with the Minnesota railroad and grain laws, which at that period were in the process of inception. He took the keenest interest in these laws, and has up to the present time been untiring in his efforts to bring about such changes in their form and purpose as experience has demonstrated to be necessary or desirable. In 1891, 1895 and 1897 Mr. Feig was a member of the Minnesota legislature, and as such took a prominent part in all matters affecting grain and railroad legislation.

Mr. Feig has been twice married and is the

father of seven children, five of whom are living. While he has his office at the state capitol in St. Paul, he maintains his residence at Atwater. As his name indicates, Mr. Feig is of German descent, his parents coming here in the 'fifties from the Palatinate. His official maxim is: "Fair grades; fair dockage; honest weights, and correct prices."

### AS TO DURUM.

Northwestern millers have always "knocked" durum wheat—not always successfully, however, as there have been times, notably in the 1905 crop, when durum brought as good a price as No. 1 hard or No. 1 northern. On the crop of 1906, however, it has been different, and at Minneapolis on June 8 the discount of No. 1 durum on track compared with No. 1 hard and No. 1 northern were respectively 18 to 18½c and 17 to 17½c respectively. There have been days when the discount was nearly as high as 28c (May 18).

The wheat has been going abroad all right, and to countries that hitherto have bought durum from Russia and North Africa, but our supply seems to be growing faster than the demand. Such, at least, is the Northwestern buyers' and receivers' view. "The millers do not want this durum wheat," said James Marshall, former president of the Chamber of Commerce, who has been opposed to it from the first. "It is the same 'goose wheat' that we had here forty years ago and it was unsuccessful. It was a mistake to introduce it here, and the farmers will find it out some day. I do not know how high wheat will go, but I am willing to predict that if wheat does sell at \$1.25 a bushel in Minneapolis, this much-vaunted durum wheat that the Department of Agriculture has stood sponsor for will be found selling for 50 cents a bushel less than the regular old reliable spring wheat, and if there are not some mad farmers in the northwest I will miss my guess."

As the "father of durum," Cerealist M. A. Carleton, in reply to this prediction said:

"In Minneapolis the millers are largely the grain buyers (at least wheat buyers) and are of such strength that they practically control prices for a larger area. It is ludicrous, therefore, for a member of the Chamber of Commerce to predict a difference of 50 cents in price between durum and northern spring, as though it were something inevitable and beyond the power of this same Chamber of Commerce. Naturally a man on rising in the morning can predict whether he will eat any breakfast, and the governor of a state can predict whether he will pardon a man. The millers know the value of the durum wheat or ought to know it. Its perfect adaptation for bread flour has been shown over and over again and it is being constantly so used. The millers, as stated, are largely the wheat buyers. The wheat buyers fix the prices, making this erroneous and unjust discrimination of 28c difference in price. Who is responsible? And if there should be some mad farmers in the Northwest (which is quite likely) at whom will they be mad?" This sounds very much like begging the question, but Mr. Carleton continues: "Such statements as the above-mentioned prediction of prices and also to the effect that the 'millers don't want the wheat,' and it 'should never have been introduced' are so often made without even a pretence of substantiating them that they are becoming exceedingly tiresome. No doubt some millers do not want it, which simply means that they have not given it a fair trial or have plenty of other good wheat, but to say that all millers generally don't want it is not true. Even some who apparently oppose it really want it, but want it cheap. In Colorado the milling demand cannot be supplied and in North Dakota some mills have sold the flour at a higher price than that of northern spring. Most of the American durum wheat is probably not the same as the old goose wheat, but I challenge the production of satisfactory evidence that even goose wheat grown in its proper locality will not



make as good flour and bread as fine wheat. Like many instances to-day, it was never given a sufficient thorough trial.

"To say the agricultural department should never have introduced durum wheat is taking an extremely rash position in view of the tremendous growth of this industry in the few years of its history and the wealth it has brought both to farmers and grain dealers. At the same time it is firmly established in its own section of the semi-arid as is northern spring in the Red River Valley, and it would be just as sane and logical to say that the latter well-known wheat or the Kansas hard winter should never have been introduced. Both these wheats met with even greater opposition."

### THE ELEVATOR SYSTEM FOR HANDLING RICE.

It is now several years since the use of the grain elevator system for handling rice in bulk was brought to the attention of farmers and rice mill men of the Gulf littoral, now the center of the rice industry of America, but its advantages have been but slow to make themselves appreciated by handlers of rice. Now, however, like most ideas of permanent value that are forced into practical application by circumstances, this principle, too, according to "Rice Industry," is growing in popularity.

Nearly five years ago J. S. Daugherty of Houston, in an address before the Rice Association of America, made a very exhaustive and convincing argument in favor of the elevator system for handling bulk rice. This was the initiative, as far as "Rice Industry" has been able to learn, in the direction of the elevator system in the rice industry. Mr. Daugherty, having made a close study and research of the subject, and through this research become thoroughly convinced of the practicability of the idea of handling rice in bulk by the elevator system, brought out many strong points in its favor; and by his argument, while the idea was an entirely new one to his hearers, he succeeded in convincing a number of the members of the Rice Association of America of the correctness and justice of his plan. Since that address much study and thought have been given the subject by those most directly interested in the matter, with the result that the system has continued to grow in favor, until, having passed the experimental stage, the idea has become so thoroughly approved by rice men that "Rice Industry" expects that by the season of 1907 it will be the generally accepted plan.

About four years ago D. J. Hays, of Houston, the pioneer in the building and construction of rice elevators, when the Nederland Rice Mill was built, furnished, without cost, to the owners of that mill the detailed drawings and plans for an elevator; and in order to have it put in just as he wanted it, he donated to the rice milling company a considerable portion of the machinery peculiarly adapted to the elevator system. This elevator, owing to mismanagement or other unfortunate circumstances, did not prove to be the success anticipated, but it was the beginning of a system which will doubtless soon be the prevailing method for the handling of rice in bulk.

The Beaumont Rice Mills, destroyed by fire recently, was provided with a fine elevator, which worked excellently. That elevator was saved, although the mill was totally destroyed. In the rebuilding of the mill the same site has been selected, owing to the fact that the elevator is located there, and the owner saying he would really have preferred a new site for his mill, but prefers building on the old site with the elevator attached to trying to move his elevator or attempting to make any different connections from those in use prior to the burning of the mill. This merely shows the importance and advantage of a proper elevator system.

The new Pritchard Rice Mills, in course of erec-

tion in Houston, Texas, which will be ready for this season's crop, will be provided with a modern elevator, with the same capacity as that of the Beaumont Rice Mills—50,000 bags, or 200,000 bushels.

Other rice mills in Texas are studying the situation with a view to using the elevator system of storing rice, and "Rice Industry" says: "We almost feel justified in saying that at least three or more new elevators will be built at as many different mills during the season of 1907. In addition to this, two or three individual, or, rather, neighborhood, elevators will be built for the handling in bulk and warehousing the rice crops of individual farmers. These elevators will have a capacity of 10,000 sacks (40,000 bushels) each, and such will doubtless prove of great benefit and advantage to the rice farmers in the communities in which the elevators are built."

### W. B. BANNING.

W. B. Banning of Union, Neb., has long been a consistent friend and advocate of association work. Of the old Nebraska Association he was a



W. B. BANNING.

conspicuous member—a director, in fact, and apparently did not care who knew it; and now that public opinion seems to be returning to normal in that state, we find him again taking part in the organization of a local association of dealers for legitimate purposes.

The fact that public opinion in that state is changing its hostile attitude toward legitimate trade associations is to be seen in the report made a few weeks ago by the referee in the case of State of Nebraska vs. Nebraska Retail Lumber Dealers' Association, when A. H. Post reported the following "conclusions of law" from the evidence taken (we quote from a circular by Geo. A. Wells of Iowa), which is quite in line with the contention of trade associations generally, to wit:

1. The purposes of the Nebraska Lumber Dealers' Association as declared in its articles of association are not unlawful.
2. The declared purpose of said association being consistent with the provisions of the anti-trust laws of Nebraska, the defendants are not, from the mere fact that they are members of said association, chargeable with acts violative of such laws, done without their knowledge or consent by fellow members thereof.
3. The facts as proved and found do not, except as herein otherwise stated, amount to unlawful trust, as defined by statute of Nebraska.
4. The facts as proved and found do not, except as herein otherwise stated, show any agreements, combination or conspiracy to monopolize any part of the trade and commerce of the state of Nebraska.
5. The defendants, except as herein otherwise stated, were not at the date of the commencement of this action guilty of monopolizing any part of the trade and commerce of the state of Nebraska.
6. The unlawful combination between the defendants, the Barnett Lumber Co. and the W. C.

Bullard Lumber Co., mentioned in the accompanying findings of fact, is presumed to have continued until the date of the commencement of this action, and the state is entitled as against said defendants to judgment as prayed in its petition.

8. Except as to the defendants last above named, the petition should be dismissed.

Now if the court in the proceedings against the old associations had taken the trouble to differentiate between the dealers in lawful and those in unlawful combination, that association would be still in existence and its membership intact, innocent of even technical violation of state law, a few line companies excepted. However, that is an old story.

Mr. Banning is a native of Otoe County, where he was born on September 18, 1869. He was raised on a farm and attended the country schools until twenty-one years of age, when he entered the Lincoln Business College (August, 1891) and graduated therefrom in March, 1902. Then he taught school for three years.

In April, 1896, he formed a partnership with his father under the name of Banning & Son. In 1898 they added a line of farm implements, and continued the grain and implement business until May, 1902, when the son bought out the senior partner and sold the implement business, continuing in the grain business and forming a partnership with J. A. Nicholson in the lumber business under the firm name of Nicholson & Banning. On November 1, 1905, he bought out the interest of his partner and is at present conducting both the grain and lumber businesses.

Mr. Banning is one of the representative country dealers of his state, and we trust the influence of his and his neighbors' example will result in reviving the Nebraska Association, which is needed for the protection of both dealers and farmers in the various details of marketing the grain of the state.

### SUGGESTION FROM IOWA.

In one of Secretary Wells' valuable circulars to members of the Iowa Association, we find the following good things to be "pushed along:"

We frequently have claims for shortage presented where the apparent loss is large, with both shipping and destination weights of an accurate character; also record of condition of cars and seals clear. Such large losses are sometimes apparent when weights are not of high order, but records of cars and seals clear. It would seem that there are only two sources for such discrepancy in weights, to wit: (1) an error in weighing, or (2) leakage in transit that is repaired en route and is not apparent at destination.

Suggestion: When car is loaded make an entry in your shipping book of (1) initial and car number, (2) marked capacity of car, (3) dimensions of car, (4) height of the level of the grain in the car, (5) the test weight per bushel of the grain. In a case of large apparent shortage such a record would be invaluable, as the cubic contents of the car would be considered.

Documentary evidence is very essential in making up claims of any kind, especially railroad claims. Evidence is just as necessary in claims as in court. If the grain dealer (1) would carefully file all letters received and keep copies of all letters written; (2) also file a market circular letter for each day; also (3) all track bids upon which sales have been made (which, in fact, is your contract with the buyer); (4) all inspection and weight certificates; (5) and also freight receipts—the evidence thus on hand will be valuable if needed. Always insist that your commission firm return all papers that are valuable as documentary evidence for your files.

A farmer near Filley, Neb., recently sold 12,000 bushels of corn at 50 cents and 8,000 of oats at 40 cents, to a local buyer, being the record deal for that place.



[For the "American Elevator and Grain Trade."]

## NOTES FROM THE SHORT GRASS COUNTRY.

BY HIRAM.

The weather has been unusually freaky the past month. It started in with a 6-inch snow, followed by two weeks' drouth, with high, warm winds, and wound up with a 4-inch rain. O Nature! Thou art a hard mistress. What revelations wilt thou hand out during "O-what-is-so-rare-as-a-day-in-June?" Temperature June 1, today, 40 degrees.

Our little town in eastern Nebraska has been visited the past week by several real, live crop experts. These gentlemen had their green goggles on and, assisted by a little "red eye," they kept the wires hot with their dope. If general crop conditions are to be judged according to the reports they send out from this locality, what is to become of us? Thus far it has been a fat year for the crop experts, crop killers, etc., and thereby hangs a tale.

The West is not in the market the present time for corn, and we are now shipping corn at last, for the first time, on this crop.

Conditions are changing out here, and the tendency in some sections is towards less grain growing, replaced by more alfalfa and more hogs and cattle. The present prices of hogs, cattle and sheep justify the present change.

The card bidding system is passing away out here, where "the long grass pinches out and the short grass starts in." We, of course, receive lots of postal card bids, but it is very seldom we sell on them. It is a telephone proposition, and we keep pretty nearly as well informed on the market as the roaring, rampant bulls and bears who make the prices in good old Chicago town. About all the postal card does is to give your competitor a chance to raise your bid.

It is probably just as well we are not going to have another record-breaking crop of wheat; with a considerable surplus still in market, the railroads would be simply swamped. From a country dealer's standpoint, we do not want to go through another car shortage similar to that of last year; and as conditions at present indicate a wheat crop below normal, we will handle our grain quicker, easier and probably with more profit than during the season just passed. The trials and tribulations of the country grain shipper during a car shortage would certainly fill a big book.

The new month of June has started in with heavy rains and cold weather. The crop experts will soon be hollering, "Too much rain." However, we can't get too much rain out here. Our soil can absorb more moisture and stand more dry weather than any other country on the globe.

## PUBLIC WEIGHING AT ST. JOE.

The Railroad and Warehouse Commission of Missouri has made arrangements whereby all the official weighing of grain and hay at St. Joseph will be done by the Western Weighing Association. A supervising weighmaster will be appointed to oversee the work handled by the representatives of the Weighing Association, one of which is connected with every elevator and mill in St. Joseph. Commissioner Frank W. Wightman approved the action because it saved the state the expense of installing at least five wagon scales in the widely separated railway yards and team tracks. "As the railways each have track scales, we will save the state the expense of buying scales and the expense of hiring five different weighmasters, as the Western Weighing Association pays for its own men. We will simply pay the supervisor," said Mr. Wightman. "Each weighmaster will be under \$5,000 bonds by the state; and we intend to pay the supervising man about \$75 per month for his services. Carload arrivals of grain or hay will be weighed both heavy and light, and the Weighing

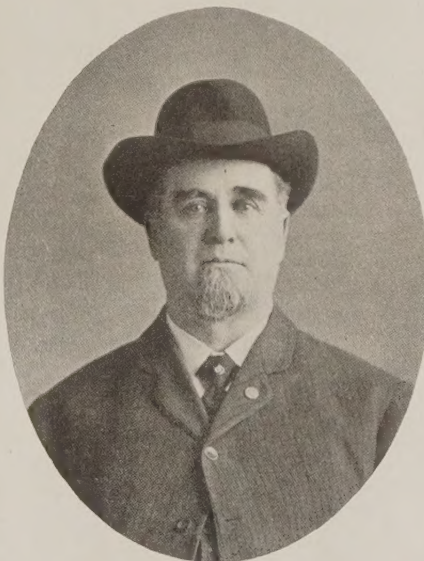
Association's representatives will be held responsible for the accuracy of all weights."

The provisions of the law requiring the weighing of grain, as is intended by the Commission, will be in force on and after June 15.

## J. N. BARNCARD.

The man who handles the inspection of grain at Minneapolis holds one of the most important positions of that character in this country. The volume of high-priced grain is immense and the interests affected as varied as in any one market on the continent. And yet there seems less than the usual amount of faultfinding emanating from Minneapolis. At any rate, compared with the uproar made by the Northwestern shippers over inspection at the head of the lakes, Minneapolis seems to be in the Sunday-school class.

However, J. N. Barncard, chief deputy inspector of grain of Minnesota, who has charge of the Minneapolis work, doubtless has his troubles—these inspectors all have; but as the completion of the present crop year will round out thirty-nine full years of active service in the



J. N. BARNCARD.

handling and judging of grain, he has doubtless become more or less used to them. Entering the grain business in 1868, in the little town of Rochester, Minn., Mr. Barncard had his first experience in this line of work in the old-fashioned flat warehouse, and as his work in that capacity was varied, its chief reward was experience.

From 1868 up to 1885, he was almost wholly employed in handling of grain for private individuals, either in the capacity of handling it in a warehouse or in grain buying; so that he went into the state of Minnesota's inspection department in 1885 with a fair and competent knowledge of the grain he would be called on to judge, when appointed as deputy inspector at Duluth. He served in that capacity for a number of years and rose step by step to the head of the department at Duluth, which position he retained for about five years. Following the service at Duluth he was sent to Minneapolis, where he has remained continuously as the chief deputy, having taken hold of the office there on the first of August, 1901.

The Rock Island System has taken up the work in Colorado done in those states by the seed and grain lecture trains of Iowa, Illinois, Missouri, Ohio and Michigan. Professors Olin and Cottrell of the Agricultural College at Fort Collins gave the lecture and demonstration work, covering such subjects as soil culture and management, kinds and types of crops adapted to eastern Colorado and the relation of live stock to cropping systems used. Professor Cottrell handled the live stock

work, and Professor Olin the soil and crop subjects. The train started at Burlington and covered the line, first to Colorado Springs and then returning to Limon made the trip to Denver. Stops were made at all the principal towns along the line, and three meetings for farmers held at each stop. The train was in charge of the industrial commissioner of the Rock Island Railroad.

## GULF PORTS' WHEAT EXPORTS.

Something of a sensation was started among the shipping interests of New Orleans several weeks ago by the discovery that about 70,000 bushels of wheat, sent to New Orleans for export as No. 2 wheat, had failed to get certificates from the inspection department of the Board of Trade and had been reloaded into cars and sent to Galveston, whence it was certificated and exported without difficulty. The grain in question was inspected at New Orleans as 6,209 bushels No. 2 durum, 5,473 bushels No. 3 durum, 59,135 bushels durum and screenings and 1,126 bushels wheat. The matter was pretty well known in the trade for about 90 days before it got into the newspapers for public discussion.

New Orleans papers, of course, made the most of a situation that tended to establish the regularity of New Orleans inspection and the laxity of that at Galveston. The immediate effect of this condition of things is to throw a taint of suspicion on all export certificates. A. F. Leonhardt, chairman of the grain committee of the New Orleans Board of Trade, said: "The practice of other ports in the past has brought them into disrepute on the other side, and for this reason the Board of Trade has taken the initiative in restoring confidence by calling on the various ports to meet in convention and correct the abuses that exist and which are brought about by business rivalry. Boston, Philadelphia, New York, Galveston and Port Arthur have sent favorable replies."

Galveston papers, for their part, retort "jealousy"; and as to the wheat in question, C. McD. Robinson, chief inspector of the Galveston Cotton Exchange and Board of Trade, says that at various times during the past six months Galveston has received from New Orleans "various cars of durum wheat, none of which has been graded by me as No. 2, and all of which I learn is now still in the elevator, not a bushel of it having been exported. This port is more than willing to stand by a comparison of the grain that has been exported to Europe from its elevators in the last five years with grain received in those countries from other ports of the United States, relying upon the reputation its standard grade has made in foreign ports for quality, and it is by continuing this method that we expect to sustain our reputation."

As before announced in these columns, the complaints, from abroad by receivers of American grain sold under contracts "export certificates final" have become so insistent that New Orleans initiated a movement to bring the Atlantic and Gulf ports' exchanges together in a conference with a view to making such changes in inspection methods as would mitigate, if not put entirely an end to, these complaints. This it is hoped will be accomplished by the organization of a body to be known as "The Export Grain Exchange International Association," whose function it should be to establish:

1. Uniform rules for the grading of export grain.
2. A time for the adoption of a standard sample, not to be changed during the crop year.
3. Measures for the enforcement of the rules and standards by the various export rules.

This conference will be held at Chicago on June 17, and representatives from Boston, New York, Philadelphia, Newport News and Norfolk, Port Arthur and Galveston have announced their intention to be present. Others are expected.



## ILLINOIS GRAIN DEALERS.

The fourteenth annual meeting of the Illinois Grain Dealers' Association was held at the Auditorium, Chicago, on June 11 and 12, afternoon sessions only. On Tuesday, June 11, Mr. Hiram N. Sager, president of the Board of Trade, opened the convention by extending a welcome to all present. He said:

Mr. Chairman and Gentlemen, Members of the Illinois Grain Dealers' Association: It is my pleasant privilege to extend to you all, on behalf of the great exchange I represent, the Board of Trade of the city of Chicago, a most cordial and sincere welcome. We are heartily glad to see you one and all, and earnestly hope this convention, and others of similar character and purpose in the years to come, will be the means of uniting in the bonds of good-fellowship and in an intelligent and abiding community of interest all the members

in its turn furnishing you an outlet for your purchases, assisting you in distributing the products of this state to the consumers of the world—each and all perform a distinct and useful service to mankind and are closely united by ties of common interest that will endure as long as Illinois produces grain and its citizens consume bread. It is in this service, the distribution of crops, that the Board of Trade stands preeminent. In this particular field of activity, in this branch of commerce, it performs its most important and useful function, and its beneficent influence is felt by every producer and by every consumer within reach of this market. Any institution that by reason of its activities lowers the cost of food to the consumer and at the same time enhances the value of his crops to the producer, performs a useful and lasting service to its day and generation.

That, gentlemen, is what the Chicago Board of Trade and similar organizations are doing; and it is in that work we desire to co-operate earnestly, intelligently and successfully with you. The econo-

my, their energy, their capital. It is a worthy calling, worthily pursued, and is entitled to respect, approbation and honor.

Gentlemen, I desire to say that the members of the Board of Trade, your commission merchants, are honestly and earnestly striving to serve you efficiently and well in this work. Our transportation department, maintained by us at large expense, is devoted to your service. Our weighing and grain sampling departments are carefully guarding your interests. We are constantly looking and working toward better things. The aims and objects of the Board of Trade as an institution are high and worthy. We aspire to deserve your confidence, we hope to merit your patronage and your support, and we pledge you our faithful and devoted service in return.

On behalf of my associates I again bid you welcome, and thank you sincerely for the pleasure your visit affords us all.

Vice-President W. L. Shellabarger of Decatur



OPENING SESSION OF ILLINOIS GRAIN DEALERS' ASSOCIATION IN THE BANQUET HALL, AUDITORIUM, CHICAGO.

of the grain trade in the Central West—the granary of the world.

In these words of greeting to you on behalf of this imperial city, the metropolis of the West, of which we are so justly proud, and on behalf of the Chicago Board of Trade, the most important, the most influential and the largest grain exchange in this country or in the world, we welcome you, not as transient visitors, not as strangers within our gates, but as members of the same family, the fraternity of grain dealers. This great, aggressive, resourceful, important city, still only in its infancy, and yet one of the wonders of modern times, is your city as it is ours. The Chicago Board of Trade, organized and conducted largely in your interests and of which many of you are regular members, is your organization—your market, as it is ours. Its members are daily in communication with you, executing your orders, selling and distributing your grain, co-operating with you in the useful, necessary and honorable business of feeding our fellow men.

In this great work of feeding the world, the farmers of the Mississippi Valley, the garden spot of America, producing from their fertile fields marvelous crops of magnificent quality, and you, gentlemen, the representative grain merchants of your respective communities, affording to the producer a market for his products, and the Board of Trade

mies of modern methods of handling grain practiced in this market, the assembling here of buyers and sellers, the facilities afforded for securing the minimum rates of transportation and the lowest cost of marine insurance on grain en route to the consumer, by reason of the presence on our exchange of representatives of all the leading railroad and steamship lines and insurance companies and the keen competition among our own members for business, has resulted in so lowering the cost of receiving and distributing the grain of the West, that for this service, scarcely more than 1 per cent on its value is charged—a compensation astonishingly low compared with the cost of distributing all other articles of commerce. It is in this elimination of all unnecessary expenses between farm and bakery that the Board of Trade benefits producer and consumer alike; and, although the general public, delighting in spectacular effects, may watch with most interest speculative activities, yet the convincing statistics of the trade, showing the enormous movement of grain constantly passing through this market in a golden stream of approximately three hundred million bushels per annum, tell a very different and vastly more impressive story.

It is to this service the representative members of the Chicago Board of Trade, the grain merchants in the proper sense of the term, devote their abil-

replied, expressing his belief in the entire sincerity of President Sager's welcome on behalf of the city and the Board of Trade. He paid a deserved compliment to this market and the character of the men of the Chicago Board of Trade, recognizing that in conserving their own interests they have done many things of enormous benefit to the grain trade as a whole. Many Illinois grain shippers do not come to this market, for reasons of location and the exigencies of private trading; but of the high character of the Chicago business men there will be no question by Illinois men.

President E. M. Wayne then delivered the annual address to the membership as follows:

I wish to congratulate the members of the Illinois Grain Dealers' Association on the very large attendance at our fourteenth annual convention. Such a gathering of representative business men from all parts of the state is an indication that they are believers in association work and are willing to encourage such an organization by both their moral and their financial support. I am sure I voice the sentiment of this Association in saying that for the results realized from our work the past year much credit is due to the untiring efforts of our worthy secretary.



The last twelve months have been an unusually turbulent period for organizations of a similar kind. You are all fully aware that the Interstate Commerce Commission has been thoroughly scrutinizing, not alone associations of this kind, but, in fact, every organization of a similar nature. While a great number of witnesses have appeared before that body, I wish to say that none of the officers of the Illinois Grain Dealers' Association were called before that distinguished tribunal to testify as to the method of conducting its affairs. The result of these investigations is, that a number of associations have been discontinued, and others have made a very marked change in the manner of conducting their affairs. I believe I am warranted in saying that in the past year nothing has been done by any of your officers which would give rise to unfavorable criticism upon the part of the public.

**Car Shortage.**—The officers of this Association attended a reciprocal demurrage convention in Chicago January 4 and 5, last. It was largely attended, there being over two hundred delegates present from all parts of the United States, representing associations of shippers of carload lots, also wholesalers of all kinds of merchandise. The question of car shortage was very generally discussed, and each one stated conditions as they existed in their several localities. It was the opinion of all present, after they had heard the

that time shipped in a car of No. 2 yellow corn, you would so inform him by letter; and when it arrived he would get you a No. 2 price for the corn if it so inspected; but now, under the modern method of doing business, we take in a car of No. 2 yellow corn at our country elevator and the next morning look over our card bids to see what man or firm is bidding us the highest price



TWO REPRESENTATIVE MACHINERY MEN.

F. M. Smith and S. J. McTiernan.

—not on a car of No. 2 yellow corn, but on a car of No. 3 yellow corn "or better." What would have been the result if, twenty years ago, your commission man had sold the car of No. 2 corn at the No. 3 price? There could be only one answer to that question. The next consignment you made would have been sent to some other commission firm.

The point I wish to convey to the members of this Association is, that we are not realizing what we should for our grain, a fact due largely to the manner in which it is sold, and that we as an Association should go on record as being opposed to that method of buying grain, on the basis of "No. 3 or better," instead of a specific grade. This affects not only the grain man but indirectly the producer as well, in the fact that the farmer who produces the No. 2 grain does not receive any more than the man growing a No. 3 quality or possibly a liner between No. 3 and No. 4.

**Uniform Grade Congress.**—The secretary and president of your Association, as well as members belonging to boards of trade and exchanges in this state, attended a three days' session of the Uniform Grade Congress called in this city last December, by the Grain Dealers' National Association, for the purpose of formulating rules for a uniform inspection of grain throughout the United States. This Congress was largely attended, delegates being present from almost all boards of trade and exchanges east of the Rocky Moun-

exchanges have reported to him that the rules have been adopted.

It occurs to me that this is a very important move on the part of the grain interests of the country; for if we expect to increase our exports of grain, we must be able to convince the foreign buyer that there is a uniform inspection of grain at all of our exporting points, and that he will get the quality of grain purchased. If they cannot be assured of this they will naturally go to some other country with their trade. In my judgment, if the grain interests of the country do not see that these, or similar, rules are adopted and enforced at once, it will be only a short time before the people will demand that the federal Government supervise the inspection of export grain, and possibly extend the supervisor of inspection to all interior terminal markets. This matter affects not only the grain interests of the country but the grain producer as well, and anything that curtails the exporting of grain from this country indirectly affects the business interests of the entire nation.

**Dockage.**—I am pleased to be able to report to the members of the Association that within the past four months the arbitrary dockage, that had been in vogue from time immemorial, of from 50 to 100 pounds per car, has been discontinued, in both Chicago and East St. Louis. I presume very few of you realize what this means to the

MR. CULVER DISCUSSING THE TOLEDO MARKET.  
Ed. Culver; Pres. E. M. Wayne; Secretary Strong; Director J. E. Collins; Chas. Knox; Master Oscar A. Collins.

reports from the different members, that the car shortage was more acute throughout the country than they had ever suspected, and that it was necessary for the public to do something at once to relieve the present conditions and thereby prevent serious harm to the general business of the country.

After two days' discussion of this very important question, it was decided to present the conditions as they existed to President Roosevelt for his consideration. A committee of seven, of which your president was one, was selected to go to Washington at once and ask the President if something could not be done to protect the business interests of the country from the ever-growing evil of car shortage. This committee met in Washington on the 17th of January, and placed the matter before the President; and I am pleased to say that the entire committee was very agreeably surprised by the manner in which they were received and the consideration shown the subject. We found the President to be an attentive listener, and one who seemed pretty thoroughly posted as to the conditions as they existed. While the committee were conferring with him, the President called in Chairman Knapp of the Interstate Commerce Commission and made arrangements for our committee to meet with the Interstate Commerce Commission in conference on the subject. There is no question as to where the President stands on the question of reciprocal demurrage; and in his next annual message to Congress he will without doubt suggest some just and equitable law, that will assist the shippers and transportation companies in the adjustment of this complicated question.

During the last winter a number of state legislatures passed reciprocal demurrage laws, some no doubt good, others very unreasonable. I believe I am warranted in saying that the members of the Illinois Grain Dealers' Association are all in favor of a reasonable reciprocal demurrage law—not alone a state but a national law—though they are utterly opposed to anything extreme or radical, as, for instance, the Adkins bill, which some attempted to pass at Springfield during the last session of the legislature.

**Selling on Track.**—The present method of selling grain by the country grain man was inaugurated about twenty years ago, before which period all grain was consigned to the commission man at the terminal market, and he attended to the inspection and sale of that commodity. If you at



S. S. TANNER, MINIER.

He is thinking of a new story.

tains. After three days of continuous work, the Congress adopted a set of rules for the uniform inspection of grain, a copy of which I presume most of you have already seen, and recommended that the different boards of trade throughout the United States pass resolutions adopting the rules as they were laid down by this Congress. I have been informed by Mr. Courcier, secretary of the National Association, that a goodly number of



A PART OF THE PEORIA DELEGATION.

Messrs. Roberts, Hall, Miles, Van Tassell.

shippers of grain to these markets. The past year there has been received at these two markets, in round numbers, 400,000 cars of grain, and, as nearly as I can figure it, this dockage has amounted to about \$1 per car; so that you can all readily see that it means a saving to the country shippers of about \$400,000 per annum. Of course, this grain does not all come from the state of Illinois, and we are only benefited by the amount of grain which we ship to these markets, which I presume would amount to 200,000 cars per annum, and at \$1 per car would amount to a saving of \$200,000.

This Association appreciates the action of the Chicago Board of Trade in discontinuing the dockage, as well as the stand that the Governor and the Railroad and Warehouse Commission have taken abrogating their dockage rule at East St. Louis.

I wish to say in this connection that the country grain man would be very much pleased if the Chicago Board of Trade would in some manner change their rules so that we country grain men could hedge our purchases on the Chicago Board with some degree of safety. None of us appreciate or enjoy the experience of running into some corner manipulated largely by professional speculators. The more nearly the business of the Board of Trade can be conducted on lines of equity between buyer and seller, the better it will be for all parties concerned. I will also say that the average country grain man believes it is unnecessary to have a commercial grade and a speculative grade. They should be one and the same, and by making them the same it would do away largely with the manipulation of the market, which as a rule is injurious to the legitimate trade, and frequently disastrous to the party manipulating the deal.

**Arbitration.**—Possibly many of you are not aware that one of the most important committees that we have in this Association is the committee on arbitration. This committee is at the disposal of the entire membership for the settlement of the controversies that arise in the course of business. During the past year very many more cases have come before the committee than usual, and I believe that with a few exceptions all were settled to the entire satisfaction of all parties concerned. The spirit of arbitration has been inculcated in the minds of the people the last few years to a remarkable degree, so that at the present time, when misunderstandings and disagreements arise between capital and labor the first



move on the part of either side is in the direction of arbitration, where formerly these difficulties would have been settled with a long-continued strike and possibly bloodshed. So also has this spirit of arbitration permeated the entire country that at the present time, when disagreements arise between nations, they are largely settled by arbitration, and there seems to be a growing desire on the part of everyone to resort to that method of settling disputes and thereby avoid the publicity and criticism that always attend court trials. Therefore, I urge this Association to submit all misunderstandings to arbitration where that can possibly be done without lowering the dignity of a member or his business, instead of resorting to the courts, which last-named method all will admit is both expensive and unsatisfactory.

**Non-Members.**—One of the things that associations have to contend with is the lack of moral and financial support by a great many individuals who are largely benefited; though this Association has very little ground for complaint, there is still room for improvement. We have a membership of between five and six hundred, while in the entire state we have in the neighborhood of fifteen hundred grain men. While our membership is slowly increasing, still we have less than half of the grain dealers of the state assisting us in carrying on this movement, the benefits of which are received by all. We should have the financial support of every dealer in the state, and if there is anyone present here to-day who is not a member, I believe it is his duty to become one before the adjournment of this meeting. Our Association is for the improvement and upbuilding of the trade, and any beneficial influence that we may have is shared alike by all.

**The Future.**—If it were possible for us all to attend the thirty-fourth annual meeting of the Illinois Grain Dealers' Association, twenty years hence, we would find conditions somewhat different from what they are to-day. The past we are all familiar with; its methods, satisfying us at the time, seem crude to us now. The future will show us marvelous changes in the manner of conducting the grain business. The steam and electric cars radiating from commercial centers will penetrate and traverse the agricultural districts of the country to such an extent that if one could take a birdseye view of the country in the not distant future, its avenues of transportation would have the appearance of a great spider's web. Then we will utilize our natural water ways for deep waterways, and, instead of having a few exporting points along the coast, Chicago, in our midst, will be the largest exporting city of the world. Chicago will then be truly Greater Chicago, the financial, commercial, manufacturing and educational center of the United States, tributary to which is the best agricultural country of the world.

We are here to-day for both business and pleasure, and I hope that on your return home you will be able to say that this has been the most successful convention in both respects that you have ever attended. Gentlemen, in conclusion, I commend you to the proffered hospitality of our hosts, the Chicago Board of Trade.

The following committees were then, on motion to that effect, appointed by the chair:

**Nominating.**—H. I. Baldwin, Decatur; Harry Newell, Chicago; James Brainard, Springfield.

**Auditing.**—G. W. Van Tassell, Peoria; Wm. Moschel, Morton; C. A. Burks, Decatur.

**On Resolutions.**—Edwin Beggs, Ashland; D. M. Burnell, New Holland; J. W. Radford, Chicago.

Under the head of new business attention was called to the second meeting of the Uniform Grade Congress on June 20 at Chicago. President Wayne thought it a matter of so much importance, and that this Association should take so much heed of it, that he suggested a strong delegation should be sent to represent the Association.

Mr. Hanna endorsed the suggestion as timely, especially in reference to export grain. However, he believed the grades as adopted by the first Congress should be modified, and for this reason the representatives of the Association at the meeting should be men able to take part intelligently in the technical work of the Congress.

Both Inspectors Culver of Toledo and Smith of Chicago, as well as President Wayne, reminded the convention that there was no intention on the part of the first Congress to consider the grades published as final—only a working basis, upon which by a second Congress a set of rules could be established that would be

satisfactory to the majority of shippers and markets. So now, at this second meeting, the delegates are "up against the real thing" when considering the working grades to be adopted finally.

On motion of Mr. Newell, a committee of five was authorized, who should confer with the state Inspection Department and representatives of the Board of Trade in order to formulate the program of action for this Association at the Congress. The chair appointed, as such committee, Messrs. Newell, Chicago; Hubbard, Mt. Pulaski; Stone, Mattoon; Hillmer, Freeport, and Banks, Irene.

Mr. Hubbard cautioned the convention that this Congress was entering upon a delicate matter—taking a step that it might be difficult to retrace. He felt that it would not be safe to tie up Illinois grain to rules that should not consider the exigencies of time and place and the influence of climatic conditions on the grain in movement. He was satisfied with present conditions.

Adjourned to 2 p. m., June 12.

#### SECOND DAY'S SESSION.

The second day's session was opened by a statement of the purposes of the Chicago Corn Carnival, by Professor Shamel, manager of the exhibits. He said the exhibit section of the Carnival had \$20,000 to spend on general prizes, and expected to have from \$40,000 to \$80,000 more to spend on special prizes. Now, the object of the Carnival is to improve the yield and quality of corn in the Corn Belt, and by kitchen demonstrations to promote its consumption as food. At the exhibit in the Coliseum Building there will be given during the progress of the Carnival (October 9 to 19) daily lectures on corn culture in all its details; also, it is expected that Geo. Ade, a corn farmer himself, will write an appropriate play to be put on daily, and that W. J. Davis will put on the stage an old-time husking bee—red ears and all. Now, what is desired of the dealers is that they will call the attention of farmers to the Carnival and to the prizes offered and urge them to make an effort to raise corn for the exhibit. The premium list will be out early in July and will be mailed to applicants. Illinois is a great corn state, and by proper effort its farmers should win their share of the prizes, which are open to the competition of the world.

The paper on "Grain Standardization," by Expert John D. Shanahan, printed on another page, was read by Vice-President Shellabarger, Mr. Shanahan not being able to be present.

Inspector Culver of Toledo then reviewed briefly the rules offered the public by the Uniform Grade Congress, which he said had been subjected to the most unmeasured and unjust criticism, both by dealers and millers, and yet when said criticisms were analyzed few of them had any real merit. Mr. Culver is a firm and consistent friend of the uniform grade rules and made a very intelligent and valuable explanation of the merits of the rules, and offered some suggestions as to the probable changes that will be made in the rules by the second Congress, to meet on June 20. These criticisms have all been noted, and, as was expected when the rules were put out, proper deference will be paid them, and it is assumed that every valid objection will be met. As the oat rules are important in Illinois, he asked for suggestions for changes to be made in them to fit Illinois conditions not fully met by the rules.

The corn rules he felt would be the real nut to be cracked at the Congress, especially a revision of the moisture content allowed at different seasons; and perhaps some modification of the percentage of damaged grains.

Mr. Culver said the proposed method for enforcing the rules would be the appointment of a commission by the exchanges and the National Association, divided between the East and West; and if an inspector fails to abide by the rules—"get his head." When the rules are adopted and in operation, you will have but one set of rules in the office and you will then be able to ship to

any market. The dealer can get a one-tube tester and find the amount of moisture his corn contains. Then he can take up a handful of corn and examine it for bad grains. If in a handful you find five bad kernels, it will grade No. 3; if 8, No. 4; if 12, no grade. Oats may be graded in the same way.

Mr. Culver also asked the dealers if they were specially interested in two colors of oats. It appeared that most of them believed in discouraging the growing of yellow oats, so that they considered grades for both white and yellow were desirable. In the discussion, it appeared that some of the cereal mills would take yellow oats for white, although objectionable on account of the thick shell. But the objection of color is waived by those mills that make goods used by the makers of cooked or "doped" cereal package goods, where color does not count. But the East and other markets do not buy yellow oats; hence the objection to the colored. In Iowa, where yellow oats have been the favorite crop, Professor Holden is at work trying to develop a strain of white oats that shall have all the good qualities of the yellow oats, hardness of straw and ample yield, to take the place of the yellow oats which are not in demand by either millers or Eastern buyers.

Mr. Miles of Peoria reminded the convention that the uniform rules were made to fit markets where the yellow oats would not sell; if millers want yellow oats, they can easily so specify and get them.

As to the uniform corn rules, Mr. Hubbard criticized them, and Mr. Culver admitted that inspectors, after some six months of experimentation, had come to the conclusion that they were not right; and he said it was certain they would be radically revised.

Then the "red ticket" of the Buffalo inspection department was taken up by Mr. Shellabarger. Originally it was put on cars loaded too heavily to admit of proper inspection on track, and called for reinspection at the elevator; but in practice the "red ticket" now gets onto cars that might be inspected if the trackmen did their whole duty. The cars are then set aside; and it may be days or even weeks before they reach the elevator for reinspection, and in the meantime the grain has gone wrong and the seller has to stand the loss. This is not fair. All other markets specify reinspection at least within a "reasonable time."

Secretary Brafford of Indiana cited a case of this kind from Indiana now in course of arbitration. It was sold on contract specifying that in case of off-grade the grain should be accepted and discounted on basis of price on "day of arrival." The car got a red ticket inspection as No. 4 and discount of 4 cents was claimed and allowed. Then it went, after much delay in Buffalo, to New York, arriving hot, and was again and heavily discounted. Now no responsibility for this loss can be located, so we want to know "where we get off" on this "red ticket." "We are going to do something about it at our meeting next week," he said, "and if necessary we shall quit Buffalo."

Mr. Shellabarger said the objectionable feature was that the stuff is given a grade on arrival; account of sale is made on that basis, and then days afterward we get notice of a new inspection and another and a different discount.

Various cases of "queer" inspection were reported; but the "red ticket" held the center of interest. The Buffalo men explained that it was the direct result of the congestion of traffic there. Inspector Anderson of that market said he had found it was true that some of the inspectors had used the red ticket to cover their laziness, and they had been let out. Now, the orders are positive that no red ticket shall be used unless it is absolutely impossible to inspect the corn because it is physically impossible, because of overloading, to do so; and he thought



the complaints would soon cease from natural causes.

The secretary's report was then read, as follows:

#### SECRETARY'S REPORT.

The fiscal year of the Association ends with the 31st of May of each year. I beg to submit the following report for the year's business:

The Illinois Grain Dealers' Association now numbers as members 558 individuals and firms, who conduct 961 elevators, and there are about 100 elevators which affiliate with the Association whose proprietors support the organization by advertising in the directory and otherwise approving of the methods of Association.

During the year there was a loss of 26 from the enrollment; 18 sold out and quit the trade; 3 were suspended for nonpayment of dues, and 2 withdrew for various reasons and 3 died. There were 43 new members received, making a net gain of 17.

#### FINANCIAL REPORT.

There was a balance in the hands of the treasurer, June

1, 1906 .....	\$1,179.63
Receipts for the year were as follows:	
From membership dues.....	\$4,645.00
From new members' fees.....	215.00
From rebates on mileage.....	83.08
From arbitration fees.....	266.00
From ads 14th annual directory..	\$16.60

\$6,025.68

Less a check returned..... 12.50

Remitted to H. I. Baldwin, treasurer .....

\$6,013.18

Total .....

\$7,192.81

#### EXPENDITURES.

Order No. 34, 13th annual meeting expense .....

\$ 151.28

#### EXPENSE FOR THE YEAR.

Postage for the year.....	\$ 264.12
Salary of stenographers.....	383.00
Printing and stationery.....	119.07
Office supplies .....	84.43
Salary of secretary.....	1,800.00
Telegraph, telephone and exp.,	93.05
Officers' expenses .....	400.22
Traveling expense, secretary....	594.99
Traveling expense, assistant secretary .....	251.54
Salary assistant secretary.....	267.40
Paid for mileage books.....	399.80
Arbitration fees returned.....	112.00
Expense arbitration board.....	93.69
Publication 14th annual directory.	590.30
Dues National Grain Dealers' Association .....	254.00
Office, rent, light and heat....	100.00
Paid local secretaries.....	19.00
Error in order the S. H. Beatty..	3.46
Total .....	\$5,830.07

Total .....

\$5,981.35

Leaving balance in treasurer's hands May 31, 1907.....

\$1,211.46

During the year 1,167 personal calls were made upon the dealers by the secretary and assistant.

The secretary visited terminal markets outside of Illinois at St. Louis, Louisville, Cincinnati and Indianapolis in the interest of Illinois shippers. At each of these markets there was evidenced the greatest willingness to give the fullest opportunity for investigation as to methods and manner in which grain was handled and distributed. At no place was there found any disposition to do other than a fair deal in a square business way for a reasonable consideration.

Some of the terminal markets still have a system of dockage for elevator allowances, which considering the manner of handling grain at this time is clearly unnecessary; and now that Chicago and East St. Louis have discontinued the custom in the past year it is reasonable to suppose that soon there will be no such practice as dockage, but that every shipper will be given full weight for every car.

The necessary travel of the secretary was 17,509 miles and the assistant 7,436 miles.

The state organization is divided into twenty local divisions, which meet in different parts of the state where most convenient for the members, a membership in the state Association entitling a shipper to attend any local division meeting. During the year I attended 39 local meetings at which 725 members were present.

Your secretary attended with the president the meeting of the Uniform Grade Congress for four days in the month of December, 1906, and the Reciprocal Demurrage Conference, which met in January for two days.

There has been a great deal of work caring for cases filed for arbitration. During the past two years there have been filed in the secretary's office 1,942 cases, all of which have been disposed of but about twenty. The very larger part of cases are never presented to the Board, but are settled through the efforts of the secretary. There have been no appeals from decisions of the Board, and but one case is still waiting payment upon the award of the Committee of Arbitration.

The report was accepted and placed on file.

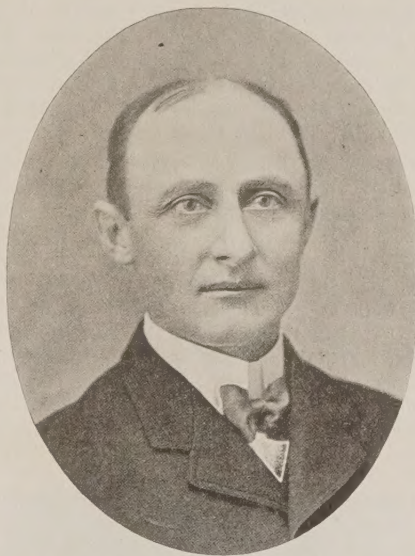
The treasurer's report showed receipts of \$7,192.81 and expenditures of \$5,981.35, leaving cash on hand of \$1,211.46.

The following report was then read:

Your committee, appointed to confer with the Illinois Grain Inspection Department and the grain committee of the Chicago Board of Trade with reference to grading in this market and as to the feasibility of national uniform inspection, beg to report as follows:

We met this morning with Mr. Scott Cowan, chief grain inspector, and Mr. W. N. Eckardt, chairman of the Board of Trade grain committee, and had some general discussion.

The subject is entirely too large and important to go into with any degree of thoroughness in the short space of time at our command. Our investigation so far leaves us in doubt as to the



E. M. WAYNE, DELAVAN.

President Illinois Grain Dealers' Association.

feasibility of uniform rules to govern grain inspection in the various markets in the West, East and South; but we recommend that there be a committee of five members of this Association appointed to meet with the National Uniform Grade Congress, which meets in this city on June 20.

Your committee feel that in the main the rules now in force and as applied by the Grain Inspection Department at Chicago are very satisfactory to the grain trade.

We further recommend that there be a standing committee of this Association on weights and inspection composed of members of this Association who are directly interested in the country elevator business, with a view of meeting when necessary with the officials of the state Grain Inspection Department or with the grain committee of the Chicago Board of Trade, at times when, in the judgment of the executive committee of this Association, it is deemed necessary, and that the president of this Association be one member and chairman of this committee.

The report, on motion of Mr. Newell, was received and the recommendations agreed to.

The auditing committee's report was received and its recommendation agreed to, that hereafter the chair appoint the auditing committee with the other standing committees, and that the reports be referred to the committee ten days in advance of the annual meeting and at once be audited by the committee.

The following resolutions were then adopted:

Whereas, This Association has lost by death during the past year Geo. Beyer, former secretary, De Pue; Fred Haltzman, Grant Park; Wiley Marvel, Tabor; James Warren, Peoria; John Howard, Chicago; therefore, be it

Resolved, That, by the death of these, our brothers, this Association has lost five valuable and efficient members. We deplore their loss,

and extend our heartfelt sympathy to their bereaved families.

Whereas, We congratulate the grain dealers of Illinois on the general prosperity of the nation, in which you as individuals have participated, and are pleased also that this general prosperity has been to a greater extent enjoyed by the producers,

Resolved, That we commend the officers of this Association for the efficient and effective service during the past year in the conduct of the business of the Association, and congratulate them on the success of their efforts.

Whereas, At the last annual convention a resolution was passed protesting against the reduction of  $\frac{1}{2}$  of 1 per cent on shortage claims, and claiming at that time the shortage did not average over  $\frac{1}{4}$  of 1 per cent, and the railroad companies of the state have complied with the resolution and are deducting only  $\frac{1}{4}$  of 1 per cent; therefore, be it

Resolved, That we commend the railroads for this fair and just treatment.

Resolved, That we, the Illinois Grain Dealers' Association, extend our thanks to the Board of Trade of the city of Chicago, its officers and members, for their splendid hospitality and entertainment.

Resolved, That where grain men build elevators on railroad land for purposes of gathering grain to ship over their line, the clause in all the railroad leases exempting the railroad from loss from any cause except fire should be eliminated.

Resolved, That the unlimited free storage of grain by country grain dealers, and the advancing of money on same, or on contracts without charging interest on same, is unbusinesslike and injurious to the welfare of the country elevator proprietors and farmers, and that we urge upon the members of this Association the discontinuance of same; that we consider thirty days' free storage, with a charge of  $\frac{1}{2}$  cent per bushel per month, or fraction thereof thereafter, to be fair alike to the grower and the warehouseman; and that all winter-shelled corn should be sold on or before April 1.

Resolved, That in cases where the amount in dispute is fifteen dollars or less, the secretary may, when both parties to the arbitration consent, assign such case to one of the members of the Board of Arbitration, and he shall be sole arbiter in such case, and shall decide the same, as hereinbefore provided.

That in all such cases, the fee for arbitration, to be deposited by the contestants, shall be five dollars each.

A resolution recommending that the Board of Trade be asked to rescind the rule creating the "call to arrive" was read by Chairman Beggs of the committee and submitted without recommendation by the committee. On motion it was laid on the table.

The nominating committee then reported, recommending the re-election of the officers of last year, with the exception that A. G. Tyng of Peoria be substituted for Erastus Roberts as director at Mr. Roberts' request; that Geo. P. Montelius of Piper City be substituted for Director Geo. C. Dunaway of Utica, to give the Piper City neighborhood representation on the directorate, and that H. A. Hillmer of Freeport be substituted for Director W. M. Webster to give the northern part of the state representation. The report was agreed to unanimously. The list of officers therefore is as follows:

E. M. Wayne, Delavan, president.

W. L. Shellabarger, Decatur, vice-president.

H. I. Baldwin, Decatur, treasurer.

Edwin Beggs, Ashland; A. G. Tyng, Peoria; Geo. P. Montelius, Piper City; E. C. Boyer, Tampico; J. E. Collins, Garrett; H. A. Hillmer, Freeport; J. L. Brainerd, Springfield, directors.

The chair was authorized to appoint five delegates to attend the Uniform Grade Congress on June 20, Chairman Wayne and Secretary Strong being also designated as further delegates from this Association.

President Wayne, when asked for an inaugural speech, said he had only this to say: That he felt every man had a duty to perform to his business associates and to his country. While in this case those duties are light and very enjoyable, still, whether they should be onerous or light, in either case it was a man's duty and privilege to serve his fellows when called upon.



And he accepted this honor in that spirit, expressing also his sincere thanks for the compliment of the re-election.

Vice-President Shellabarger said he had had so little to do during the past year he hardly knew he was "it" at all; so he accepted the compliment of re-election in the expectation that things would turn out in the same way again.

The meeting then adjourned sine die.

#### CONVENTION NOTES.

One visiting secretary, J. M. Brafford of the Indiana State Association, Indianapolis.

The Cincinnati market was represented by A. C. Gale and O. K. Gale, of Gale Bros. Co., W. R. McQuillan and F. J. Currus.

A working model of the McLeod Automatic Scale in operation was shown in Room 812. F. C. Wagenknecht and G. M. Brush were in charge.

George D. Montelius of Piper City, Ill., holds the record for one day's receipts of wagonloads of corn, having taken in 405 wagonloads May 31.

Her name is Mary Elizabeth, a brand new and only daughter, and Jimmie Connor of St. Louis was kept busy receiving congratulations thereupon.

There was quite a blockade at the menagerie in the White City, where the dealers who had sold on the recent slump persisted in lining up with the bears.

Philip G. Hunker Jr., representing Fred W. Kennedy of Shelbyville, Ind., explained how to do away with leaking cars through the use of the Kennedy Patent Car Liner.

The Grain Dealers' National Mutual Fire Insurance Co. was represented by I. C. King, Indianapolis and Millers' National Insurance Co. by F. S. Danforth and H. Stanbery, Chicago.

There came from the neighboring state of Indiana—W. B. Foresman, Lafayette; Bert A. Boyd and E. W. Bassett, I. C. King, Indianapolis; Philip G. Hunker, Jr., Shelbyville.

A. S. Purvis and Locke Etheridge showed a ½-bushel Avery Scale in operation in Room 814. They also distributed aluminum ash trays to dealers as souvenirs of their visit.

The Peoria delegation consisted of C. C. and Wm. S. Miles, R. W. Van Tassel, Chief Grain Inspector L. B. Tompkins, C. S. Taylor, D. D. Hall, P. E. Miles, J. S. Bocoek, E. Roberts.

From Toledo: Fred Mayer, of J. F. Zahm & Co.; F. W. Rundell, of W. A. Rundell & Co.; Charles Knox, of Reynolds Bros.; Mr. and Mrs. Edw. H. Culver; Henry L. Goemann, of Goemann Grain Co.

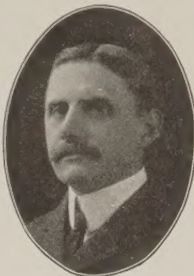
H. I. Baldwin, C. A. Burks and W. E. Walker represented the Decatur market, while from St. Louis there were James A. Connor, J. M. Fuller, H. J. McGee, H. F. Ketchum, Vincent M. Jones and G. L. Graham.

The eastern states were represented by some of their best firms. Baltimore market was represented by John Snyder and J. Frank Ryley; Buffalo by Chief Grain Inspector Alfred Anderson, S. M. Ratcliff, L. S. Churchill; Wilkesbarre, Pa., by Cyrus S. Weiss.

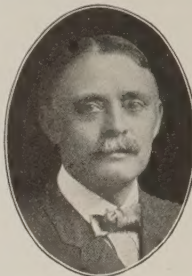
The banquet given the Illinois Grain Dealers' Association by the Chicago Board of Trade at the Casino, White City, closed a very successful meeting. It took place at seven o'clock, as soon as the city could be reached after final adjournment. It was a very enjoyable affair, and the committee in charge had taken every pains to prepare for their friends a pleasant evening. Music was furnished by a string orchestra, the Illinois Quartette, and there were also selections by Arthur Hahn, vocalist. After coffee was served, Walter Fitch, as chairman, rapped for order and said he would not make a speech, yet he wanted to say a word in behalf of the Chicago Board of Trade. "We have met the Illinois dealers from time to time. We have looked you over and we like you. We want you to say so if you like us." He welcomed them in behalf of the Board of Trade and trusted that they would enjoy all the attractions of the

White City, to which they had been supplied with tickets.

Machinery interests were represented as follows: Huntley Mfg. Co. Silver Creek, N. Y., by F. M. Smith and S. J. McTiernan; S. Howes Co., Silver Creek, N. Y., by Geo. J. Noth; Invincible Grain Cleaner Co., Silver Creek, N. Y., by W. J. Scott; Richardson Scale Co. of New York by W. N. Goodman; Avery Scale Co. of North Milwaukee, Wis., by A. S. Purvis and Locke Etheridge;



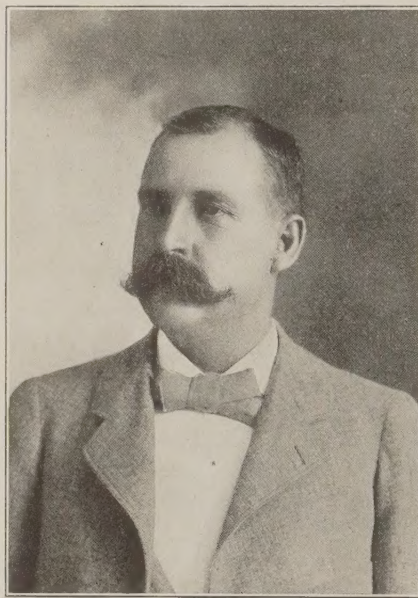
W. L. SHELLABARGER,  
Vice-President.



H. I. BALDWIN,  
Treasurer.

McLeod Automatic Scale Co. of Peru, Ill., by F. C. Wagenknecht and G. M. Brush; Fairbanks, Morse & Co., Chicago, by C. D. Peck; Noth-Sharp-Sailor Co., Chicago, by George J. Noth, Frederick Sharp and Horace Price Sailor; Beall Improvements Co., Decatur, Ill., by L. D. White.

Those whose names appeared on the register and who were prominent as Chicago hosts were Wm. N. Eckhardt, Frank G. Coe, A. E. Wood, G. B. and D. I. Van Ness, Clarence H. Thayer, R. G. Freymark, Ed. Hasenwinkle, L. S. Hoyt, B. F. Traxler, Harry Smith, H. H. Newell, Arthur R. Sawers, C. H. Templeton, Sam H. Smith, A. E. Schuyler, H. A. Foss, W. M. Christie, J. A. Schmitz, Fred D. Stevers, Otto Weitzmann, F. M. Anderson, C. H. Cole, G. A. White, Harvey S. Williams, J. B. Broshears, Carroll Shaffer, Gordon Hanna, H. W. Sager, J. W. Radford, Oscar White, P. H. Schifflin, Eugene Schiefflin, Edw. P.



SECRETARY STRONG.

McKenna, J. A. Waring, John N. Weinand, J. D. Stacey, Sidney Warner, M. Vehon, H. M. Paynter, W. H. Axtater, H. T. Mulhall, F. M. Coombs, W. J. Timberlake.

The following dealers were registered: E. M. Wayne, Delavan; E. C. Boyer, Tampico; E. Roberts, Peoria; J. E. Collins, Garrett; G. B. Wells, Alsey; W. M. Webster, Poplar Grove; Jas. L. Brainard, Springfield; John Shultz, Beardstown; Jas. M. Allen, Decatur; D. M. Bukner, New Holland; J. B. Snedeker, Astoria; A. L. Culbertson, Delavan; A. V. S. Lloyd, Bloomington; Abel Brooks, Bloomington; A. W. Skinner, Hudson;

J. Mahan and E. M. Denkman, Mansfield; J. H. McCune, Ipava; C. A. Burke, Decatur; R. C. Cox, Springfield; J. B. Stone, Mattoon; C. U. Brown, Covell; C. P. Cummings and O. H. Fesher, Beardstown; H. A. Hillmer, Freeport; J. H. Graham, Durand; F. M. Powell, Tuscola; C. E. Hitch, West Ridge; H. A. Binns, Middletown; W. C. Camp, Bement; H. W. Knight, Monticello; C. E. Jeter, Plano; L. J. Jeter, Yorkville; R. W. Jeter, Franklin Grove; W. H. Dickinson, Creston; J. P. Woolford, Galton; S. H. Wilkins, Pierson; F. S. Shultz, Shipman; C. R. Mitchell, Ashmore; J. P. Sledge, Champaign; A. Gates White, Garden Prairie; W. C. McGuire, Champaign; G. W. Burch, Galt; W. P. Barnes, Amboy; N. A. Mansfield, Niantic; W. M. Close, Illiopolis; W. L. Shellabarger, Decatur; F. R. Ludwig, Pesotum; C. J. Porter, De Land; G. H. Hubbard, Mt. Pulaski; A. L. Hardin, Charleston; F. W. Obermiller, Mt. Pulaski; S. S. Tanner, Minier; Ira Hastings, Cairo; C. B. Sauer, Dana; O. M. Davison, Minonk; George S. Dole, Galesburg; G. W. Miller and B. E. Herrington, Wapello; J. V. Shaughnessy, Cornell; Fred E. Davison, Rock Falls; J. R. Wagner, Metamora; W. C. Price, Brocton; C. A. Dryer, Champaign; A. P. Applegate, Atlanta; J. H. Charlton, Rolfe; J. C. Beattie, Elwood; O. L. Gray, Watseka; C. L. Foucht, Rutland; Wm. Moschell, Morton; J. A. Ellis, Deer Creek; George W. Smith, Galt; Edmund Burt, Shannon; Wm. Wyle and M. K. Busey, Mahomet; Edwin Beggs, Ashland; C. R. Lewis, Jacksonville; A. J. Hyland, Belvidere; Andrew Drohan, Danvers; Wm. Noble, Foosland; P. H. Hayes, Galesville; J. M. Ernst and A. P. Cuppy, Humboldt; V. C. Elmore, Ashland; C. Chase Savage, Virginia; W. C. Schmucker and H. A. Stotler, Wenona; Geo. L. Hight, Macon; J. C. Hight, Dalton City; George Brownfield, Urbana; Morris Kennedy, Rochelle; George D. Montelius, Piper City; T. H. Pletsch, Parnell; James Inkster, Herscher; G. S. Mallett, Bradford; P. W. O'Brien, Morse; W. A. Lambert, Morse; J. W. Wenger, Cairo; Geo. C. Dunaway, Utica; L. N. Burch, Morrison; W. F. Banta, Ridge Farm; B. S. Williams, Sheffield; Oscar Jones, Chrisman; A. O. Anderson, Lee; R. L. Walsh, Reddick; S. A. Holcomb, Sycamore; C. W. Cooper, Gibson City; R. C. Baldwin, Bloomington; J. R. Ralston, Caledonia; M. S. Merritt, Dwight; W. H. Reedy, Towanda; G. B. Hager, Dwight; W. H. Hutchins, Milford; Chas. V. Barr, Plainfield; H. E. Halliday, Cairo; Henry Truby, Joliet; S. De Long, Foosland; J. M. Jones, Dewey; F. L. Warner, Fisher; E. J. Feehery, Chicago; M. J. Hogan, Seneca; J. F. Cooley, Kenney; W. H. Bechstein, Seneca; N. B. Clandon, Fairbury; Thomas Ogden, Dewey; P. A. McGirr, Carlton; Wm. Donlin, Delphi; Wm. F. Murphy, Sycamore; R. Compton, Bloomington; J. F. Hughes, St. Anne; S. G. Crawford, Hayes; J. Schumacher, Elwood; L. L. Harrison, Dwight; Austin Gibbons, Dwight; Paul Bieber, Sublette; Geo. D. Laing, Dixon; W. H. Jackman, Genoa; F. A. Bruns, North Ritchie; B. P. Staley, Champaign; P. B. Webster, Lodge; Thos. New, Tomlinson; W. H. Wierman, Nevada; J. C. Roe, Hayes; Geo. L. Merritt, Rossville; T. D. Hanson, Villa Grove; E. G. Coon, Rantoul; C. B. Crawford, Nachusa; F. Hellinger, Harrison; Geo. A. De Long, Foosland; C. W. Savage, Virginia; W. G. Johnston, Arrowsmith; George W. Walker, Gibson City; Robert Cuppy, Arcola; Wm. Wheeler, Melvin; S. C. Taylor, Kankakee; T. E. Kelly and E. S. Strong, Mazon; C. A. Burnham, Ashton; E. E. Stanbury, Holcomb; F. M. Hubbard, Mason City; Boyd P. Hill, Freeport; R. J. Riley, Forrest; A. J. Stewart, Franklin Grove; U. S. Shearer, Stanwood.

On June 10-15 the Santa Fe Railroad Company sent out an "Alfalfa Train" through the eastern part of Kansas. The train is run now because the time for sowing alfalfa is in the summer and fall, and the Agricultural College men want to be able to make their suggestions in advance of the time of preparation for the crop.



## COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

### HAY CONVENTION.

*Editor American Elevator and Grain Trade:*—It is now less than 60 days until we meet at Niagara Falls in our Fourteenth Annual Convention. If all signs do not fail, it will be the largest meeting we have ever held. In so many of the states they have passed a two-cent fare law that no arrangements can be made for less fare than this, so that those who are located outside the two-cent-a-mile states can take advantage of the "Summer Tourist" rates that are in effect from practically all the United States to Niagara Falls. This will be found to be very satisfactory, as the rates are low and good for the entire summer. Our members should ask their local ticket agents for these rates at an early date so they can be sure to be in a position to avail themselves of same.

Yours truly,

P. E. GOODRICH, Secy.

### CROP IN NORTHWEST.

*Editor American Elevator and Grain Trade:*—Flax seeding is now completed and shows an increase in acreage over last year of about fifteen per cent. Oats acreage is ten per cent larger than in 1906.

We have had two days of quite general rain over Minnesota and the two Dakotas, and as a result there is sure to be some complaint of too much moisture, such reports having already been received from points in the Red River Valley.

Growing conditions are quite generally reported as satisfactory, though we have not had enough sunshine to make up in any degree for the late seeding.

"Green bugs" were reported at several points in Iowa and South Dakota. We had samples sent in and examined. They proved to be the native aphid, which is found in our fields each year, and does not warrant uneasiness.

Over the greater part of these three states the grain has not yet grown sufficiently to cover the ground. It has deep root and is ready to make good growth.

Very truly yours,

THE VAN DUSEN-HARRINGTON CO.

Minneapolis, June 11.

### NATIONAL ASSOCIATION MEETING.

*Editor American Elevator and Grain Trade:*—By and with the advice and approval of the board of directors and executive committee, President England directs me to announce that the eleventh annual meeting of the Grain Dealers' National Association will be held in Cincinnati, October 2 and 3, 1907.

That this selection of the board of directors as to both time and place was a most happy one, is evidenced by the letters of approval received from a great many of our members, since our first brief announcement was made.

The very cordial invitation sent us by the Cincinnati Chamber of Commerce, seconded by the Business Men's Club, is ample assurance that no stones will be left unturned by the good people of the Queen City to assist us in making the meeting a pronounced success.

All members located at Ohio and Mississippi River gateways are especially urged to begin at once to work up a large attendance from the Southeastern, Carolina and Mississippi Valley territories, by sending personal invitations to their respective connections, including brokers and buyers. This territory has been sadly neglected by the Association, and affords a broad field for future endeavors.

It is hardly necessary to dwell upon the obvious benefits that must accrue to representatives of every branch of the grain trade by availing themselves of these annual opportunities to meet and mingle with five or six hundred grain dealers of the United States.

Those who have never identified themselves with association work are evincing a decided interest in our affairs, and there never was a more opportune time than now, for the members who have supported and fostered the Grain Dealers' National Association since its organization, to make a special endeavor, not only to attend the meeting themselves, but also to urge all reputable non-members to meet with them.

Yours very respectfully,

Toledo,

J. F. COURCIER, Secy.

### NEBRASKA CROP REPORT.

*Editor American Elevator and Grain Trade:*—Conditions have been perfect the past week for the growing crops, warm rains at night, accompanied by bright sunny days. However, the wheat received a setback early in the spring from abnormal weather, from which it has never fully recovered, and with perfect conditions from now on Nebraska's crop will only be an average one—thirty-five to forty million bushels.

The recent rains have caused farmers to be free sellers of wheat, and the old crop will be about all cleaned up at the end of the present month. Minneapolis has ceased to be a contender for Nebraska wheat the past week or so, and the bulk of the present movement has been going to Kansas City.

Corn has been moving gradually and the movement has been principally to Eastern and Southwestern markets, with the North Coast taking small lots occasionally. Colorado feeders are out of the market and will not be large buyers in this market until next fall.

The stand of new corn is good, and has sufficient reserve moisture to run it well along into the summer.

While our oat acreage is very light, in the South Platte country the growing crop has shown wonderful improvement within the past week and will make a fair yield.

Central Kansas, June 8.

EXTRA.

### OHIO GRAIN DEALERS' ASSOCIATION.

*Editor American Elevator and Grain Trade:*—We will be unable to give you a complete program of our annual meeting before the publication of your next number, not having as yet quite completed it, but it will be about as follows:

Chas. McIntire, of the Ohio Farmers' Institute staff, will read a paper on "Practicable Methods for the Improvement of Ohio Grain."

Walter Snyder of Kenton, Ohio, will read a paper on "Contracting Grain from Farmers Before It Is Harvested."

E. F. Lienhard of Bellevue, Ohio, will read a paper on "The Country Grain Buyers' Prosperity."

E. W. Seeds of Columbus, Ohio, will talk on the work of the "Ohio Shippers' Association, Transportation and Car Service."

E. A. Culver, chief inspector of the Toledo Produce Exchange, will talk on the "Grading of Grain."

H. L. Goemann of Toledo, Ohio, will talk on the "Grain Trade."

Grant McMorran will talk on, "What Should the Shippers Do When the Railroads Are Unable to Furnish Cars?"

J. F. Courcier, secretary of the Grain Dealers' National Association, will talk on "Trade Rules and Arbitration."

Prof. H. C. Price, dean of the College of Agriculture, O. S. U., will talk on the "Farmer and Grain Dealer."

C. B. Jenkins of Marion, O., will read a paper on the subject, "Where Are We Going?"

J. B. Shanahan, expert in charge grain standardization, Department of Agriculture, Washington, D. C., will talk on the "Determination of

Moisture in Grain," and will give a demonstration of the process now in use by the Department of Agriculture.

The sessions will be held on the 26th and 27th inst., at Cedar Point, on Lake Erie, near Sandusky. The 25th will be the date on which we will go and the 28th the date on which we will return. We expect the largest attendance and the most interesting meeting that we have ever had. This is our 28th annual meeting.

Yours truly, J. W. McCORD, Secy.

### IOWA GRAIN DEALERS' MEETING.

*Editor American Elevator and Grain Trade:*—The annual meeting of the Iowa Grain Dealers' Association will be held at Des Moines on July 9, 1907. The leading feature of the program this year will be a general discussion of different subjects that will be considered in the secretary's report, and all dealers are requested to carefully read over the list of such subjects that are given below and come prepared to take part in the discussion; if there are any subjects that are not mentioned that should be considered, members will kindly advise me. The following subjects refer especially to the routine work of the secretary: Arbitration and settlement of differences between buyers and sellers; blank forms, publication of; crop reports; correspondence, general and circular; crop improvements; directory of grain dealers; freight claims; legal opinions; legislation; membership; scale inspection and repairing; shortage claims; stocks of grain reports.

The following subjects originating in correspondence in regard to complaints and claims have involved more or less consideration and work on the part of the secretary: Bad order cars, car door lumber, car shortage, carload dockage, ordering cars of specific capacity, discount on missing grades, delays in transit and at terminals, delayed inspections, settlement of defaulted contracts, federal inspection, construction of freight tariffs, Interstate Commerce Commission, insurance, inspection of grain, landlords' lien law, minimum carload weights, moisture test of corn, penalty clause, railroad rates quoted in error, reciprocal demurrage, repairing cars in transit, re-inspection rules, resealing cars and seal records, use of private seals, method of numbering seals, shrinkage allowance to railroads, trade rules, terminal conditions at Omaha, St. Louis, New Orleans, Chicago, Minneapolis, Kansas City, Memphis, Peoria, Milwaukee, miscellaneous.

The program will begin at 10 o'clock a. m. and be concluded with a banquet in the evening at the Savery Hotel. We have invited John D. Shanahan of the United States Agricultural Department to give us an address and a demonstration with the grain moisture testing apparatus. Attorney H. H. Stipp of Des Moines will give an address at the banquet on the subject of the "Legal Obligations of the Railroads, Under Present Statutes, to Furnish Cars," etc. We may have an address from the railroad standpoint, also, if a speaker can be obtained.

We invite all to come to the annual meeting prepared for discussion.

GEO. A. WELLS, Secy.

Des Moines, Iowa.

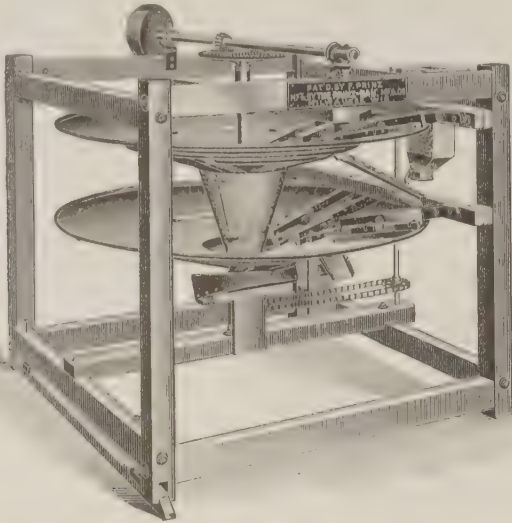
The Commerce Commission has ruled in the case of the City of Atchison, Kan., against the Missouri Pacific, Burlington and Santa Fe roads that if these carriers grant certain allowances or free service in elevation, transfer, mixing, cleaning and other handling of grain at Kansas City, Mo., Argentine, Leavenworth and Kansas City, Kan., which are withheld by them at Atchison, to which point they have established the same rates as those in force at these other cities, such practice is unlawful. The carrier may not furnish at Kansas City, Mo., Kansas City, Kan., Leavenworth or Argentine elevator allowances or other free service in connection with the shipment of grain which are not furnished at Atchison.



### THE PRINZ MUSTARD SEED SEPARATOR.

That mustard seed, when properly separated, commands a good price is generally appreciated by millers, but the difficulty of separating it has heretofore prevented many millers from marketing the seed. It is a comparatively easy matter to separate the mustard seed from wheat, but the problem has been to free the mustard seed from the foreign seeds with which it is usually mixed.

The machine shown in the cut has been designed by F. Prinz, of the Prinz & Rau Manufacturing Company, Milwaukee, Wis., especially for this purpose and is styled the Prinz Mustard Seed Separator. It consists of a sheet-steel concave disk, mounted on an upright shaft, which is caused to revolve at a certain rate of speed. The seeds are spouted onto the periphery of the disk, the speed of which allows the round mustard seeds to roll down to the center, from whence they are dis-



THE PRINZ MUSTARD SEED SEPARATOR.

charged into a bin or other receptacle, while the other seeds remain on the disk until brushed off separately. No wear or roughness is caused by the seeds traveling over the sheet-steel disk and as a consequence it is always possible to maintain a perfect separation.

The machine is made in three sizes, particulars of which may be had by addressing the manufacturers.

### NEW MINNESOTA REGULATIONS.

The Minnesota Railroad and Warehouse Commission has given notice to those interested that Ch. 112, Laws of 1907, provides for annual reports by public elevator operators to the Commission for each year beginning July 1 and ending June 30 the following year. The Commission states it will supply warehousemen with blanks to be filled out, and that these blanks must be returned 15 days after their receipt.

Chapter 230 is explained to provide a new legal form of storage receipt. On this receipt it is stated that the maximum fee for receiving, insuring, handling, storing 15 days and delivering grain, is 2 cents per bushel. Storage after the first 15 days, ½ cent per bushel for each 15 days or part thereof during the first three months; after that, ½ cent per bushel for each 30 days or part thereof. If the grain is cleaned at owner's request, ½ cent per bushel. If the owner so desires, the delivery of grain must be on any track (in less than carloads in such instances) on the same line of railway as the storage elevator, and where state inspection and weighing is in force.

Chapter 252 provides for a uniform system of buying grain by public warehousemen and prohibits pooling. The official notice of the state commission reads: "This chapter was enacted for the purpose of prohibiting the heretofore common practice on the part of many local ware-

housemen of purchasing barley and oats at a different weight than the standard bushel. Under the new law this practice must now cease and all grain purchased by local warehousemen must hereafter be in strict uniformity to the new law."

In the matter of grain deliveries a controversy has arisen as to the matter of payment of freight. The elevator companies complain that the warehouse receipt requires the holder of the grain to deliver it to any point on that line of road, but says nothing about freight charges, while they insist they will not bind themselves to deliver grain without payment of the freight, and if it is insisted on they will have to test the law.

The Commission has replied that the law provides for the collection of freight charges, but, if the elevator men desire, there will be no objection to their stamping on the receipt the words, "All grain delivered at terminal points subject to freight charges."

Attorney-General Young sustains the Commis-

sion in a written opinion, filed with the chairman of the Commission, which says:

I have your favor of the 1st inst. relative to the form of warehouse receipts to be issued by country warehouses, as provided by the law of 1907. In our conversation about the matter you stated that certain warehousemen were objecting to the form of ticket for the reason that, by its terms, it seemed to bind them to deliver the grain described therein at any terminal point, upon the same line of railway within the state that might be designated by the owner, where state inspection and weighing were in force, without providing for the payment of freight thereon from the point of receipt to the point of possible delivery.

In this connection my attention has been called to Section 2090, Revised Laws 1905, which covers the point in controversy. That section provides the procedure in a case where the owner of a ticket received from a country warehouse, desires to have the grain therein described delivered at a terminal point. He must surrender the original ticket received from the warehouseman and receive from him a new certificate specifying the kind of grain, the grade and the net quantity, exclusive of dockage, to which he is entitled.

It further provides that such grain shall be subject to freight and other lawful charges accruing up to the time of delivery at the terminal point. This section of the Revised Laws is not repealed by the enactment of 1907, which prescribes the form of ticket, and the section, therefore, continues in force and clearly defines the rights of the parties in cases where delivery at a terminal point is demanded. In view of this section, it is not necessary that the ticket should state in express terms that the owner of the wheat must pay the freight thereon. The law of the state is always a part of every contract, and this law fixes the duty upon the owner to pay such freight, and he, therefore, must do so.

For the past three years the Kellogg and the Richmond elevators at Buffalo have handled the bulk of the grain for shipment eastward by Erie Canal, but the Great Eastern and Dakota elevators have been loading large quantities of grain into canal boats this spring. New spouts for the

loading of canal boats have been installed at both elevators, and the amount of grain loaded at those two houses so far this season far exceeds the amount loaded during the entire season of 1906. The Kellogg Elevator last year loaded about 25,000,000 bushels of canal grain, and the Richmond about 10,000,000 bushels.

### [For the "American Elevator and Grain Trade."] TRADE NOTES FROM TOLEDO.

BY HOWARD L. SPOHN.

So far as can be learned not very many Toledo dealers were caught short in the wheat movement and no one was hurt badly enough to have it become generally known. The month of June has seen a slight change in general conditions in that the reports are now changing from bad over to the good, and the indications at this time are that by the end of the month reports will show a big crop of Ohio wheat instead of the very poor one which was expected 30 days ago.

One surprise in the produce world during the past month has been the firmness of hay. Thirty days ago it was thought that the top price had been reached at \$19 and that a drop was due to come unless the farmers could commence to give some attention to it, but instead of that the continued cold weather and the general bullish feeling in all produce kept the price up and it has come mighty close to reaching \$21. No. 1 timothy, baled, car lots, \$20@20.50; No. 2 timothy, baled, car lots, \$19@19.50; No. 1 timothy, mixed, car lots, \$19@19.50; No. 2 timothy, baled, car lots, \$18.50; No. 3 timothy, \$16; No. 1 clover, mixed, \$16; light clover, mixed, \$15; No. 2 clover, mixed, \$13; wheat and oat straw, \$8; rye straw, \$8.50@9.

At a meeting of the Produce Exchange, President Fred Mayer, H. L. Goemann and F. O. Paddock were appointed a committee of three to meet the Central Freight Association in Chicago for a discussion on the question of rates. This follows out the action begun by the Exchange a few weeks ago protesting to other exchanges within the territory of the Central Freight Association that railroads were discriminating in favor of the Chicago shippers in that the Ohio, Indiana and Michigan rates had been advanced to a basis of 19½ cents per hundred, while the old rate of 15 cents still obtains for Chicago shippers. No definite plan has been outlined as to what will be done at the meeting, but a general discussion will be had.

President Fred Mayer of the Ohio Grain Dealers' Association and E. H. Culver, local grain inspector, will attend the Uniform Grade Congress, which is to be held in Chicago, June 20. Mr. Mayer will go as the representative of the Ohio Grain Dealers' Association, while Mr. Culver will go as the representative of the Produce Exchange.

Robert Sheppard of McComb, Ohio, has sold out his interest in the elevator formerly owned under the firm name of McIlhenny & Sheppard, to his partner, Mr. McIlhenny. Mr. Sheppard will take an extended trip throughout the West with his family.

The elevator being built by Sheets Brothers on South Logan Street, in Wapakoneta, is progressing rapidly and will be ready to take care of this season's oats. Engineer McCullough will be the Wapakoneta manager.

The jury in the damage case of W. L. Day vs. the Pennsylvania Railroad Company returned a sealed verdict a day or two ago, after being out about fifteen hours. The verdict was opened by the court and was found to be for the plaintiff for the sum of \$12,463.73 damages. The trial of the case was for the fourth time commenced in the Common Pleas Court before Judge Schroth over a week ago. In August, 1902, Day's elevator in Bettsville caught fire and was burned to the ground. It was charged that the fire originated



from a spark from a passing locomotive, and hence a suit for \$13,500 damages was commenced in September of that year. The case has been tried four times in the Common Pleas Court, twice in the Circuit Court and once in the Supreme Court. In the first trial in the Common Pleas Court the court awarded the plaintiff a verdict for \$9,500. The Circuit Court reversed the Common Pleas Court and the case was against tried in 1904, resulting in a verdict for the company. A motion for new trial was granted and in July, 1904, another trial was held, resulting in a verdict for the plaintiff for over \$13,000. This was cut down by order of the court to \$11,290.49. The case then went to the Circuit Court and the lower court was sustained. Both of the lower courts were then reversed by the Supreme Court; and as a result of the fourth trial, which was the one commenced last week, the plaintiff was awarded the damages stated in the first paragraph of this article.

Whether or not the grain shippers of Ohio are going to profit any by reason of the ruling of the Ohio Railroad Commission as regards the powers of the Ohio Car Service Association in relation to the demurrage and terminal charges is still a matter of legal dispute. As was announced last month, after several hearings, the Railroad Commission changed the arbitrary rulings of the Car Service Association in such manner as to greatly benefit the shippers in that they were given more time in which to unload and a more equitable contract with the roads in every way. Now comes the statement from the railroads that in so far as intrastate service is concerned the rulings of the Commission will be obeyed, but that on all interstate shipments they will ignore the rulings of the Commission, assuming that the said Commission has no authority to promulgate any orders affecting interstate shipments.

If the contention of the railroads be found to be good law, this will practically invalidate the decision of the Commission, for the reason that but 10 per cent of the total shipping of the state is intrastate in origin and a comparatively small amount of grain could be classified as other than interstate shipments. The grain shippers who have been interviewed on the question are of the opinion, however, that the stand of the railroads is not well taken. They argue that when a car is delivered at a siding or at any other place to which it is billed, it ceases at that time to be a shipment and is then the property of the consignee and that the Interstate Commerce Commission has no authority over it, and again that the Interstate Commerce Commission could have no jurisdiction in the matter for the reason that the demurrage and car service accrues not while the shipment is in transit, but after it has been delivered and ceases to be a moving consignment.

A few days after the Car Service Association sent out through the state word as to what they would do relative to the rulings of the Commission, shippers in the southern part of the state sent word to Howard D. Mannington, secretary of the Railroad Commission, asking him as to the scope of the rulings, and in reply were informed that the rulings of the Ohio Railroad Commission were meant to include all shipments, whether interstate or intrastate, and that it was the opinion of the board that such rulings were perfectly valid and operative as originally passed. This means beyond a doubt that a long fight is due, because the tone of Mr. Mannington's reply would indicate that they are determined to uphold the state, and the orders of the Car Service Association, consisting of some twenty-two, would indicate that they are going to try to annul the rulings of the Commission.

Developments within the past few days have shown, however, that the Railroad Commission has not sufficient power regarding the controlling of the joint rate question. This fact came out through the filing of a complaint by D. S. Cook & Company of Basil, Ohio, alleging that the Toledo & Ohio Central and the Baltimore & Ohio

were in violation of the joint rate rulings. They cited specifically that upon certain shipments over both roads they were compelled to pay single rates from one terminus to the junction of the two roads and then another single rate from the junction of the roads to the other terminus instead of a joint rate through. After this complaint had been filed and the matter had been investigated by the Railroad Commission, it was discovered that the only recourse for the complainant was to show that each rate charged was excessive. This contention is explained in this way: At the time that the railway bill was up before the last session of the legislature, the railroads over the state were, of course, fighting it bitterly. They were concentrating their efforts on the particular clause of the bill which allowed the Railroad Commission to control the joint rate proposition and also gave it power to say what proportion of the rate each road should receive on a joint traffic shipment. As a compromise, the railroad companies finally agreed not to fight the passage of the railroad law provided this clause affecting the joint rate situation were stricken from the bill. This was agreed, and the law was passed without the Commission having any power over the joint rates. Several cases have shown that this power is very necessary to make the law effective, and it is understood a strong effort will be made to amend the law at the next session of the legislature so as to cover this point.

Railroad men in this vicinity are taking considerable solace out of the recent ruling of the United States Supreme Court regarding the filing of suits against railroads on account of the rates. The ruling, which is one of the most important ever handed down, holds that the courts of the country cannot entertain suits against the railroads involving the legality or reasonableness of a rate, which has been duly filed by the railroad with the Commission as required by law, and which has not been declared unlawful or unreasonable by the Commission.

The theory upon which the Supreme Court comes to its conclusion is that when the Commission is called upon to pass upon the reasonableness of a rate its powers are invoked, not for the shipper making the complaint, but, if the complaint is found to be just, to compel the establishment of a new rate, applicable to all shippers.

It is pointed out in the decision that if the courts could indiscriminately pass on the unreasonableness of the rate before the Commerce Commission had passed upon it it would result in confusion, "as the standard would fluctuate and vary dependent upon the divergent conclusions reached as to reasonableness by the various courts called upon to consider the subject as an original question."

"In other words, the established schedule might be found reasonably by the Commission in the first instance and unreasonably by a court acting originally, and thus a conflict would arise which would render enforcement of the act impossible."

"It is also maintained in this decision that in case courts should give a complaining shipper judgment against a railroad it would be in effect giving the shipper in question a lower rate than every other shipper and be in itself a violation of the Interstate Commerce Commission laws."

### TAX ENJOINED.

Judge Smith McPherson, in the United States District Court, at Kansas City on June 12, issued an order restraining the state auditor from enforcing the new law taxing each transaction in grain futures 25 cents. The law by its terms goes into effect on June 15.

The application was made by Frank Hagerman, attorney for the Board of Trade. On June 14 an application was made to make the injunction permanent.

The law provides that every sale of "shares of stock or bonds of any corporation, or petroleum,

cotton, grain, provisions, or any other commodities, either on margins or otherwise, where the same is not actually paid for and delivered," must be evidenced by a certificate which must bear a 25-cent stamp sold by the state auditor. The penalties for violation are fine and jail sentence. The money collected was to be distributed between the counties of the state for a road fund.

Stripped of legal verbiage, there are two important points raised in the application made. One is that the law lacks uniformity. Under its provisions a transaction involving \$5 would be taxed exactly as much as a transaction involving \$5,000. The other proposition is that the law is not equitable in either the method of its raising or of its distribution. The man who sells must ultimately pay the tax, of course, and this law would make the wheat grower of Barton County, Kansas, contribute to the expense of building a road in Stoddard County, Missouri.

### GRAIN DEALERS' MEETINGS.

Grain exchange representatives of the Atlantic and Gulf ports, June 17.

Indiana Grain Dealers' Association, Indianapolis, June 19.

Uniform Grade Congress, Chicago, June 20.

Ohio Grain Dealers' Association meeting will be at the Breakers, Cedar Point, Sandusky, on June 26-27.

The Iowa Grain Dealers' Association's annual meeting will be held at Des Moines on July 9.

Tri-State Grain Dealers' Association, Sioux Falls, S. D., July 11 and 12.

National Hay Association, Niagara Falls, July 16, 17 and 18.

Grain Dealers' National Association, at Cincinnati, on October 2 and 3.

### BUCKET-SHOPS IN KANSAS.

The attempt of the Christy Grain & Commission Co. (National Board of Trade in Kansas City, Mo.), bucket-shoppers, to break into Kansas is resisted by the attorney-general who objected to the application for a charter on the ground of their manner of doing business. The attorney-general also objected to the application of the Farmers' Terminal Grain Company. The applications covered the following specifications:

Christy Grain and Commission Company; capital stock of \$25,000, with the following directors: C. C. Christy, W. L. Wood, W. B. Trembly, H. E. Dean, W. W. Rose, all of Kansas City, Kan.

The Farmers' Terminal Grain Company; capital of \$50,000, with the following stockholders: E. M. Black, Preston; P. W. Goebel, Kansas City; B. R. Beal, Kansas City; W. T. Harris, Solomon; S. H. McCullough, Solomon; R. T. Andrews, White City; H. A. Heath, Topeka; I. Y. Callahan, Enid, Okla., and H. A. Cannada, Mentel, Neb.

A charter to the Christy Company was once rejected by the Charter Board. A plea was made for these "grain companies" by their attorney, as genuine companies, and he insisted that the Charter Board has no right to go "so deep into the question of the manner of conducting the business."

P. W. Goebel, president of the Commercial National Bank, said that the reason the bankers were interested in the granting of these charters was because "they were smarting because the Missourians had taken all of the business away and the Kansas bankers wanted to finance some of the grain business. They had money to loan and would like to do it. This would be accomplished if these grain men were brought under Kansas control." (Sic!)

Realizing that a decision to grant these charters would be setting a precedent of considerable importance, and that at least forty or fifty more similar companies would apply for charters very quickly thereafter, the Charter Board on June 9 determined "to investigate the matter further"

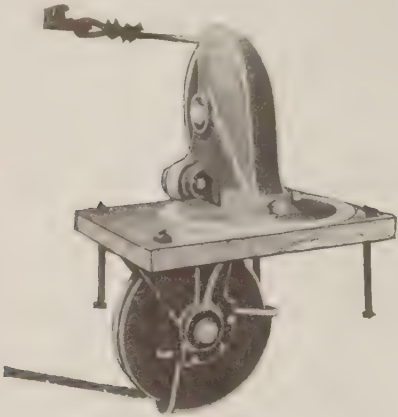


before making a conclusion. This means that there will not be a decision for at least a week yet, for two members of the board, C. E. Denton, secretary of state, and F. S. Jackson, attorney-general, left Topeka that day with the party which will present the battleship Kansas with its silver service set at League Island navy yard on June 17, to be gone a fortnight.

RADIAL CAR PULLER SHEAVE.

This sheave, patented by Fred Friedline and designed for use in connection with steel cable car pullers, has been in constant use for the past three years and has proved a perfect device when operated under the hardest service.

By referring to the cut it will be seen that the sheave is constructed of a heavy cast-iron plate, with lugs extending underneath, which carry a sheave and housing. The top sheave and housing is fastened to a steel pin with a hollow center. This sheave and housing, together with the friction rollers, "radiates," or turns, about freely on a turned track. The sheave is usually set up on a frame or concrete foundation near the railroad tracks. The cable is brought out from the



RADIAL CAR PULLER SHEAVE.

car puller in the building and run up through the sheave and attached to the cars in usual manner. Owing to the fact that the top portion radiates freely, the sheave is always in line with the cable when pulling cars on curved tracks or when the hook comes up close to the sheave.

This sheave is especially well adapted for use where there are two or more tracks at the elevator, and when it is desired to run the cable through under one or more of the tracks. The pulling cable to the cars is held well up off the ground. The correct place for hooking to the car is the bolster under the body of the car and not to the trucks, on account of the liability of turning the trucks crosswise of the tracks. The proper hook to use is made like the one shown in cut, which is a forged iron bar and in the bend is 4 to 5 inches wide and 1 to 1½ inches thick. The end is tapered and the hole rounded so as not to cut the cable.

These sheaves are regularly built in two sizes, which are carried in stock, the 16-inch sheave being adapted for heavy work and the 12-inch for small plants; standard crucible cast-steel rope, 19 wires to the strand, hemp center, is recommended as giving better service than Swedes Iron Rope.

At present time these sheaves are being used by the Bunch Elevator Co., Little Rock, Ark., Oklahoma City Mill & Elevator Co. and Capital Grain & Elevator Co. of Oklahoma City, Okla.; T. B. Jones & Co. and Patton-Hartfield Co., Memphis, Tenn.; Carrington, Patton & Co., Kansas City, Mo.; J. W. McCardle Grain Co., Indianapolis, Ind., and others, who highly recommend the sheave and say it is the best thing of the kind they have ever seen in use. They are for sale by Fred Friedline, Noth-Sharp-Sailor Company, B. F. Gump Company and Weller Manufac-

turing Company, all of Chicago, and by J. A. Horn, Oklahoma City, Okla., and the Strong-Scott Mfg. Co., Minneapolis, Minn. They are manufactured by Weller Mfg. Co., which fact guarantees good material and workmanship.

INDIANA GRAIN DEALERS.

Following is the program of the midsummer meeting of the Indiana Grain Dealers' Association, to be held on Wednesday, June 19, at the new Board of Trade Assembly room, beginning at 10 o'clock a. m.:

Opening address.—T. A. Morrison, president, Frankfort.

Miscellaneous business. Adjournment.

Address—"Uncovered Corn."—Dr. J. F. Simison, Romney.

Adjournment to 2 o'clock p. m.

Address—"Government Supervision of Grain."—Hon. Jas. E. Watson, Rushville.

Address—"How Shippers and Railroads Can Best Co-operate to Their Mutual Benefit."—C. V. McAdams, R. R. Commissioner.

Miscellaneous business.

Pittsburg and Philadelphia have been fruitful fields for bucket-shoppers of all kinds and degrees, more than a million dollars annually being spent on "commissions" in Philadelphia alone. Harrisburg, Easton, Wilkes-Barre, Reading, Scranton, Lancaster, York and Pottsville all have had one or more shops. The new law defines a bucket-shop to be "an office, store or other place wherein the proprietor or keeper, in his own behalf, or as the agent or correspondent of anyone else, within or without the commonwealth, trades or agrees to trade in stocks, grain, provisions or any other commodity in public market quotations without a bona-fide transaction or any exchange or board of trade which quotes the market prices." Brokers, officers, members, agents and employees of associations are indictable, conviction for the first

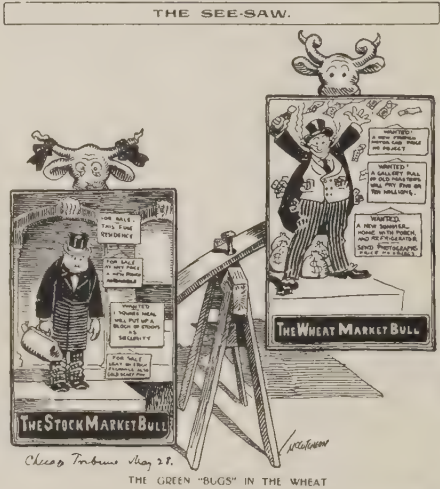
offense carrying with it a maximum fine of \$100 for the offender and imprisonment for six months. Liability to imprisonment for one year is the penalty for a second offense. Telephone and telegraph companies transmitting quotations to bucket-shops are considered accessories to the offense and are liable to forfeiture of their charters, and property holders who lease their places to bucket-shop keepers will be liable to a fine of not less than \$1,000 nor more than \$2,000 for each offense. The person who trades in a bucket-shop is regarded under the terms of the act as a gambler, and on conviction will be fined not less than \$25 nor more than \$500 for each offense.

BAD ORDER CARS.

H. J. McGee, supervisor of weighing the Merchants' Exchange, St. Louis, reports that during the month of April there were 3,878 cars unloaded under the supervision of his department, cars in bad order and not properly sealed, as follows:

	Point of Unloading.	On Hold Tracks.
Leaky grain door.....	315	43
Leaking over grain door.....	26	5
Leaky boxes .....	471	352
Leaky end windows.....	25	23
Cars not sealed.....	1,034	149
End window not sealed.....	366	23
End window open.....	78	21
	2,315	616

J. W. Sale, one of the best-known grain men of Indiana, who has been identified with the firm of Studabaker, Sale & Co. of Bluffton, Ind., for over thirty years, on June 1 retired from that firm and for the immediate present, at least, is out of the grain business. The succeeding firm at Bluffton is John Studabaker & Son. Mr. Sale writes: "It is quite possible that I may again enter the grain business elsewhere, if I find an attractive opening."



Chicago Tribune May 27.



SOME OF THE WHEAT CRAZE CARTOONS.



## TEXAS GRAIN DEALERS.

The Texas Grain Dealers' Association met in ninth annual meeting on May 24 and 25 at Fort Worth. There was a good attendance. President Early in his annual address said that one reason why the Association has not increased in membership was that at the beginning of the year the executive committee concluded that "we have members who never should have been admitted on account of their not being regularly and exclusively engaged in the grain business at all times. It was decided by your executive committee to be more rigid in passing upon applications for membership and instructed your secretary to make a thorough investigation regarding all applicants as to their standing, facilities and means for handling business and fulfilling their contracts and as to the length of time they had been engaged in the exclusive handling of grain. All this in a large measure, in my judgment, will explain the decrease in our membership for the past year, coupled, however, with the destruction of the grain crop by the green bugs and other hardships and drawbacks to the grain business. However, it is my judgment that quality is always preferable to quantity, and owing to the excellent financial showing by your treasurer, I consider that the Association has gained instead of lost in the decrease of membership."

He said the legislative committee had had its hands full during the session. It killed the pernicious public weigher bill, but could not kill some others that are less damaging than annoying. Among the bills passed of benefit to the grain trade is the Robertson bill, clothing the Railroad Commission with power to make emergency rates, which authority has heretofore been questioned by the railroad attorneys; another is the Strickland bill, giving the Railroad Commission power to require all railroads operated in Texas to furnish ample facilities and provide ample trackage to handle the commerce of the state. The Senate bill, by Hudspeth, while not just what is needed, will give some relief on the car situation, including the prompt handling and movement of cars and other relief necessary.

Secretary Dorsey reported a membership record as follows: Membership at annual meeting 1906, 158; new members since, 29; total, 187; from which deduct 1 dead, 2 expelled, 17 suspended, and 33 resigned, leaving a net of 134. Cash balance on hand, \$1,661.82.

The following addresses were delivered at the morning sessions.

"What Can Be Done to Increase the Yield and Quality of the Texas Red Rustproof Oats," O. P. Lawson of McGregor; "Factors of Progress in Texas Grain Growing," Prof. A. M. Ferguson, secretary Texas Corn Growers' Association of Sherman. Both papers were recommended for general circulation through the state.

The discussion of "Demand Drafts vs. Destination Charges" was then taken up and occupied the remainder of the morning. Among those who spoke on this subject were R. M. Kelso of Fort Worth, J. P. Harrison of Sherman, Eugene Early of Waco, E. H. Crenshaw of Hillsboro, E. J. Gibbs of Clifton, J. Z. Keel of Gainesville, J. A. Stephenson of Fort Worth.

During this discussion an attack was made upon the inspection done at different points, and the suggestion that the grain inspection of the Fort Worth Board of Trade was not absolutely correct brought several Fort Worth grain dealers to their feet and requests were made for specific instances of such cases, which, however, brought no reply.

At the afternoon session J. P. Harrison of Sherman and J. F. Edwards of Dallas read papers on the qualifications requisite for membership in the Texas Grain Dealers' Association. To frame amendments to the constitution governing this question, J. P. Harrison, J. Z. Keel, G. J. Gibbs and J. A. Hughes were appointed a committee.

Other committees appointed were:

Resolutions—E. R. Colp, L. G. Belew and W. O. Anderson.

Amendments to the constitution as recommended by the president—J. F. Edwards, L. G. Belew and J. T. Stark.

John D. Shannahan, expert in charge of the Bureau of Plant Industry of the United States Agricultural Department, spoke on "Grain Standardization." Demonstrations of tests to show the percentage of moisture in grain were included.

The second day's sessions were more strenuous. J. Z. Keel read a paper on "Relations of Railroads to the People," which brought out some sharp discussions. Then an address was made on "The Green Bug" by A. F. Conradi, state entomologist. He suggested that a fund of \$800 or \$1,000 be raised for the establishment of a cold storage laboratory to keep the natural enemies of the green bugs. He stated that his department had been without funds to combat the pest. In his address he said:

Investigations could not be begun until December 1, 1906. The original source of infestation by the green bug is between Dallas and Denison and spreads in a lateral direction of about 50 to 100 miles east and west of a line connecting these two cities. The green bug alone was not altogether responsible for damage to wheat in 1907, because the wheat louse did nearly as much damage as the green bug in some localities.

The green bug is a louse belonging to the same family as the cotton louse, plum louse, apple louse, cabbage louse, etc., but it is distinct from all these in minute structure and in general habits. A single individual can attain its growth and begin to reproduce in eight days from the time of birth. Under favorable conditions it can reproduce at the rate of ten young each day for a period of twelve days. After having given birth to from 100 to 125 young it loses its vitality and dies. We know little about this insect and its life history and its food plants throughout the year when there is no wheat are still unknown. We know the life history of several related forms and by comparison we conclude that at some time males must be produced, also true females. After the mating of these sexes the females lay true eggs. This egg stage will enable the insect to be carried through unfavorable seasons.

The green bug appearance, as every wheat grower well knows, fluctuates. It appears every fifth, sixth or seventh year, while the two years following the destructive one generally have sporadic outbreaks scattered over the wheat belt. The green bug is with us during all that time, but in the presence of natural enemies the pest is held at bay.

In fighting the green bug he stated that procedure was to be followed along three lines: 1, By ascertaining its life history; 2, by providing conditions whereby natural enemies so abundant in Texas can be provided; 3, by mechanical devices.

The dealers promised cooperation in raising what money Mr. Conradi needed; and it was moved and carried that this Association co-operate with the Texas State Millers' Association to raise \$1,000 toward the establishment of a laboratory at Plano, where natural enemies to green bugs will be kept and green bug experiments will be conducted under the direction of the state entomologist.

The afternoon session was the busiest and most interesting as well as the most important. James Hutchinson, president of the Oklahoma association, was introduced and brought before the convention the tri-state arbitration committee plan, already indorsed by the Kansas as well as the Oklahoma associations. He outlined the idea, reciting that each of the three associations should be represented on the committee, and that this would be in reality a board of appeals in cases of controversy of an interstate nature. First, cases would be filed with the state arbitration committee, and where the verdict in those hearings was unsatisfactory, appeal could be taken to the tri-state board, avoiding appeal to the national board and thus saving much time. He thought that the proposed board would eliminate a great deal of friction.

W. O. Brackett of Sherman, of the executive committee of the Texas Association, approved the idea, as did also J. C. Robb of Wichita. A motion was made that the executive committee be empowered to appoint the Texas member, but it developed that an amendment to the constitution was necessary. Later during the session the

amendment embodying the feature proposed was introduced, with a minority and a majority report. Two of the committeemen approved the idea and recommended an amendment making the co-operation of the Texas Association admissible, but the minority contended for no amendment touching the question. Much argument was precipitated and after various motions the majority report was adopted. Afterward an amendment was adopted providing that no appeal can be taken in cases involving less than \$25 and providing that the members of the tri-state committee shall provide for the maintenance of the work.

Carrying out the ideas advanced in the annual address of President Early, Chairman Edwards of the committee appointed to consider the recommendations, made a report which was afterward adopted. The report recommended amendments as follows:

1. In all cases where either party to an arbitration fails to attend the committee meeting in person, he shall furnish the secretary a brief of his case.

2. In all cases submitted for arbitration and afterward compromised, the secretary shall retain one-half of the regular arbitration fees, each party to pay his proportion.

3. In cases where default judgments are rendered against a party, the default judgment shall be as binding as if the case had been tried upon its merits.

4. In all cases arbitrated, the deposit fees shall be retained by the secretary until time for appeal has expired.

J. A. Hughes, of the committee on provisions for eligibility to membership, recommended changes in the constitution and by-laws, which were adopted:

We your committee respectfully recommend that

Sec. 1, Art. VI, of the Constitution be so amended as to read, "Any person, firm or corporation continuously and actively engaged in buying, selling and shipping grain and possessing reasonable and adequate facilities for handling same is eligible to membership when recommended by two members of this Association in good standing upon approval by the entire executive committee after a full and thorough investigation by the secretary; the payment of a membership fee of \$25 and by signing an agreement to abide by and comply with the constitution and by-laws, rules and regulations of this Association and all amendments thereto and all orders, awards and resolutions of the executive and arbitration committee."

That Sec. 1, Art. III, of the By-Laws be amended to read, "The dues of this Association shall be \$2 per month—to be paid quarterly in advance."

That Sec. 2, Art. III, be changed to read, "If dues and assessments are not paid in advance after ten days' notice, the secretary shall make demand draft with exchange and if same is not paid then said member shall stand suspended and be so notified by the secretary."

That the following be added to Sec. 3, Art. III, "Any member suspended for non-payment of dues may be re-investigated only by the unanimous consent of the executive committee."

That these amendments be made effective at beginning of next quarter and that all conflicting portions of Constitution and By-Laws be hereby repealed.

Discussion arose as to the necessity for a uniform system of trade rules for the members of the Association, and final action provided for the appointment of a committee of three to draft a set of rules considered most applicable to local conditions.

A recommendation that the dues be raised from \$1.50 to \$2 was incorporated into an amendment, but was voted down.

According to another amendment adopted the secretary must make drafts on delinquent members before suspending them. Another provided that a suspended member cannot be reinstated except upon the unanimous approval of the executive committee.

These amendments are effective beginning with the next quarter.

Officers were elected as follows: L. G. Belew of Pilot Point, president; J. A. Hughes of Howe and J. T. Stark of Plano, vice-presidents; executive committee—G. J. Gibbs of Clifton, Eugene Early of Waco, C. F. Gribble of Sherman. The only real contest was that for secretary. H. B. Dor-



sey was re-elected for the ninth consecutive time. W. W. Andrews of Dallas was nominated against Mr. Dorsey. Proxies were allowed and the voting was by ballot. When the count was made and the result announced, it showed the re-election of Mr. Dorsey by a vote of 72, against 24 cast for Mr. Andrews.

President Belew appointed R. M. Kelso of Fort Worth the Texas member of the Tri-State Appeals Board.

Adjourned sine die.

[For the Oklahoma Grain Dealers' Association.]

## GRAIN STANDARDIZATION.

BY JOHN D. SHANAHAN,  
Standardization Expert, Department of Agriculture, Washington.

The project of grain standardization is the outcome and result of several years of investigation by the United States Department of Agriculture into the conditions existing in the grain trade of this country, both domestic and export; which investigation was begun upon the receipt by the officials of the general government at Washington, through our consuls and from individual receivers of our grain in Europe, of complaints of the condition in which grain from the United States was arriving at foreign ports. A continuation of these complaints of the unreliability of our grain inspection service, particularly at our seaboard, and also the unsatisfactory state of the question of grain inspection generally, has served to keep agitation alive and developed this project into one with an object looking toward the standardization of grain grades by the United States government.

With this in view, Congress inserted into the general appropriation bill for the Department of Agriculture for the year 1907, a clause giving the Honorable Secretary of Agriculture authority to establish grain testing laboratories at such points of export as he might deem expedient. In order to carry out the provisions of this clause, two such laboratories were established, one at Baltimore and the other at New Orleans. These laboratories are equipped for determining the simpler factors of quality and condition of samples of grain submitted to them. The results of such examination are being stated on a percentage basis on printed blanks.

During the last session of Congress, the clause above referred to was changed, and money was appropriated to enable the Secretary of Agriculture to establish and maintain more of these grain testing laboratories. The law under which the work will be carried on during the coming year, beginning July 1, reads in part as follows:

"To enable the Secretary of Agriculture to establish and maintain at such points as he may deem expedient, laboratories for the purpose of examining and reporting upon the nature, quality and condition, of any sample, parcel or consignment of seed or grain, \* \* \* \$40,000, or so much thereof as may be necessary, and the Secretary of Agriculture is authorized to report upon such samples, parcels or consignments from time to time and the report so made shall serve as a basis for the fixing of definite grades, also for the issuance of certificates of inspection when requested by the consignor or consignee of any grain entering into foreign commerce."

From this it will be seen that the work is not now limited to export points and that the Secretary of Agriculture is enabled to establish these laboratories, within the limit of the amount appropriated, at any point he may deem expedient. Under this authority it is proposed that the two laboratories already established shall be maintained and at least three additional ones be established, probably at New York and St. Louis and one in the Northwest, either at Minneapolis or Duluth.

For the purpose of perfecting the methods of grading, these laboratories will secure samples in every possible way and submit them to the various tests recommended. Upon receipt of such samples, the laboratories will make the examination requested, within the limit fixed by the rules and regulations for the work, on blanks furnished

for the purpose. The head of the laboratory will furnish the report of examination to the person requesting the same, or to such other person as he may designate in writing in the application requesting the examination. The records of the laboratories are not open to public inspection except by properly accredited government officials or others authorized by the persons submitting the samples.

In order to accurately determine the effect of the varying conditions of grain and its deterioration in transit, an agent has been stationed in Europe for the purpose of securing definite information upon specific shipments which have been previously examined here. The work thus far has been confined principally to corn. This phase of the work has already been in progress for more than a year and much valuable information has been obtained. We believe that eventually data can be secured which will enable the shipper to handle corn with much less liability to loss and with greater satisfaction to the foreign buyer.

The question of grain grades has been under investigation in the Bureau of Plant Industry for some years, and the Bureau consequently has a great deal of information, evidence and data on the subject, which would enable us to formulate grades of grain on a percentage basis; but we feel, owing to the importance of the question, that we have not as yet sufficient knowledge for a basis that would not be open to criticism and contention. Therefore, for at least some time to come, our work must of necessity be largely experimental and one of research.

One result of the investigation up to the present time has been the invention and development by the department of an apparatus for quickly ascertaining the moisture content of grain, which has been patented by the department, which means that said patent has been dedicated to the use of the whole people. With this apparatus, the moisture in a sample of grain can be determined in about twenty minutes, where formerly anywhere from twelve to twenty-four hours were required. The apparatus is so constructed that six samples can be tested at one time. The result of the introduction of this apparatus into the grain trade has been very encouraging to the department and has brought us much evidence showing that there is a growing confidence in the Department's ability to handle the question of grain grades standards in other directions. The apparatus is being gradually and generally adopted for use in the principal grain markets in the country, both by grain inspection departments and individual interests; and it was stated a few days ago by a prominent grain man that this method of inspecting and grading corn "had come to stay," and I believe that within a few years corn will be bought and sold upon specified moisture contents rather than upon the existing generally unsatisfactory grades.

The scheme of inspecting and grading grain was first instituted in the United States, and for many years was more or less satisfactory, but of late years it has fallen into disrepute, both at home and abroad, particularly with European buyers of our grain. The reasons for this are many; but principally because the grades have no sound basis; and in this respect particularly the inspection of grain has not kept pace with the growth and improvement in the methods of handling the grain trade.

During the past six months I have been enabled to study this subject from a broad and comprehensive view; and from what I have learned, it seems to me a great wonder that grain inspection under the present methods has not gone out of existence entirely from the very fact of its unreliability and in consequence of the different interpretations put upon the rules and specifications of the different markets.

In most, if not all, of the grain markets where inspections are maintained, there are one or more factors in the specifications for grades that would

seem not to admit of any doubt or differences of interpretations, namely, the specifications for the grade of No. 2 wheat generally require it to be sound, and the specifications for No. 2 corn usually require that this grade shall be dry. Examination of some of the samples taken by our agent in Europe, during the past winter, from cargoes shipped from this country and certified as being No. 2 hard winter wheat, shows in one instance 33.58 per cent of strictly sound wheat; 23.62 per cent of defective wheat, such as bleached, broken, shriveled, etc., and 42.8 per cent of actually damaged grain, consisting of sprouted, 6.6 per cent, bran or skin burned 30.8 per cent and actually bin or heat burned 5.4 per cent.

A sample from another cargo shipped from the same port showed: Perfectly sound wheat, 27.4 per cent; defective, 35.1 per cent; actually damaged, 37.5 per cent, including 27.6 per cent of skin or bran burned grain and 6.6 per cent of actually bin or heat burned.

During a recent visit to one of our export points I saw some wheat going on board a steamer for Europe, and obtained a sample from one stream of this wheat as it was running out of the bin in the elevator. A careful examination of this sample showed it to contain exactly 9 per cent of sound wheat; defective, 58.5 per cent; damaged, 32 per cent, including 26 per cent bran or skin burned and 3 per cent of actually bin or heat burned grain. This wheat was also very damp and very smutty. I afterwards obtained what was said to be an average sample of this same shipment. An examination of this sample showed as follows: Sound wheat, 16.4 per cent; defective, 38.9 per cent; damaged, 48.7 per cent, including 4.1 per cent sprouted and 31.1 per cent, bran and skin burned and 9.5 per cent bin or heat burned.

While the specifications for grading No. 2 corn almost universally say this grade shall be dry, our agent in Europe has been examining cargoes of corn certified as No. 2 from almost all of the Atlantic ports, which, when put to a test, show a moisture content of anywhere from 19 to 22 per cent. This is an excess of anywhere from 7 to 10 per cent of moisture, considered from a standpoint of dry grain. Much of this corn for the past two months has arrived out in a heated and badly damaged condition, or has gone out of condition and become damaged shortly after being discharged from the ships that carried it. Corn shipped from the Gulf ports has shown no better results, although it has carried on an average from 2 to 3 per cent less moisture; and one particular port at the Gulf has lost a considerable amount of business during the past winter in an endeavor to maintain a just and equitable standard of grain grades.

During a recent trip I investigated and proved to my satisfaction that a cargo of corn had been shipped out of one of our export ports in an actually heating condition; that the inspector, who had at first refused to issue a certificate on it, had for some obscure reason changed his mind and certified this cargo as being No. 2 corn. Our European agent who saw this corn reports that it arrived there in a badly damaged condition; and he also makes a like report on another cargo of corn loaded at the same elevator immediately preceding this one. Temperatures taken throughout the first-mentioned cargo, before it cleared from our shores, showed a range from 99 to 140 degrees Fahrenheit.

At the particular port from which these cargoes were shipped, conditions are such as to emphasize most strongly the need of some sort of regulations of the grain inspection question. The inspection is had under what is known as a board of trade. The inspection or grain committee of this board of trade, at the time spoken of, consisted of a lumber dealer as chairman, a real estate dealer and the publisher of a country newspaper.

The chief grain inspector is a man well advanced in years, manifestly upright and honest, but also manifestly and innocently incompetent to



fill the position to which he has been assigned; a man who has had but a few months' experience in inspecting grain, and one whose main virtue is honesty of intention. He replaced a man who had been discharged from the position for the reason, vouched for by several witnesses, that he had been in the habit of grading cars of grain without looking into them and who is reputed to have issued grain inspection certificates on a trainload of merchandise that had purposely been set into the elevator one morning, not one car of which contained grain.

The situation at this point is perhaps the most aggravated and worst that can be found anywhere; but there are others that could be criticised in a similar manner with more or less justice. In saying this I do not mean to imply that all our markets and inspection departments are open to the same criticism, for, as a matter of fact, they are not. Under present conditions it seems impossible for any market, no matter how good and honest their intentions may be, to maintain a just and equitable grading and inspection of grain, because the condition spoken of can be traced almost directly to the fact that grain inspection institutions are and have been used for a number of years as factors in the competition of the trade between the several markets.

I am well aware that there are such institutions, the authorities of which would like to see a just and equitable grading of grain in all markets in the country, particularly in their own, but they are also aware that an attempt to bring about such a condition in their own market would divert their business, to a large extent, elsewhere, where the owner or shipper of the same could either buy, beg or bulldoze the inspector or the inspection authorities into his particular way of thinking as to how his grain should be graded.

That the inspection alone is not entirely responsible for these conditions is instanced by the experience which the wheat section in the Southwest has gone through during the present crop year. A kind Providence granted to this section a very large yield of very fine wheat, most of which was harvested in good condition. Provision had not been made, however, for properly caring for and housing this grain. The result was that after the first few shipments of this wheat to the primary or export markets, it began to arrive in a more or less damaged condition, as the result of its having been left in the fields, at the mercy of the elements, and allowed to become wet, sprouted and stack or heat burned, causing an enormous deterioration in the intrinsic value of a large percentage of the whole crop in this part of the country.

It goes without saying that such grades as have been spoken of, particularly in this paper, are not given to grain on arrival at these markets, but it is usually so graded as to allow the receiver to properly dock or discount the producer or shipper so that he gets no more for his wheat than it is actually worth, and very often not that much, the receiver and exporter getting the benefit of the running together of the different grades and a very liberal grading out for export. It is a well-known fact in the grain trade that more money can be and is made by grain dealers and handlers of a crop of poor or damaged grain than can possibly be made on a good crop harvested in good condition, as in the case of a poor and damaged crop there is always a more or less valid excuse for a liberal dockage and discount, and the producer usually gets less for his grain than is warranted by the proportion of damage it sustains. The enormous deterioration and waste of the grain crops in this country is not entirely confined to the southwestern wheat section nor to the more or less undeveloped parts of the United States, but in many of the older farming sections the producer allows his grain, and particularly his corn, to lie in the fields, to be stored in open rail pens (they can hardly be called cribs), and, in fact, handled in such a way as to attract and hold all the moisture possible, figuring, of course, that this

moisture can be sold as grain, inasmuch as it is all sold by weight.

In this way he places the condition of his grain in jeopardy for spring shipment, and if he is lucky enough to sell and get it off his hands so as not to lose on its condition himself, someone is sure to and does usually suffer great loss through its deterioration.

Through our domestic and European investigations during the past year, we have ample evidence not only of this but of an appreciable constriction in prices paid for and of the volume of grain sold to our European customers as compared with the exports from other countries.

In my endeavors to point out to the grain trade the need of uniformity, not only of grain grades, but of inspection methods as well, and the necessity for injecting something of scientific methods and principles into the grain inspection question, the argument set forth against it most persistently is that of "local conditions." But I have not yet been able to be convinced, nor to convince myself, that this "local condition" argument contains any more merit than though it were put in the form of stating that under present conditions the different markets can manipulate the grades and inspection practically to suit themselves and in a way that will make them the most money.

I find that the trade generally has almost an utter lack of appreciation for the needs of the country in the future, and consciously or unconsciously their methods are not conducive to assisting the Department of Agriculture of the United States, and like institutions of the separate states throughout the country, in inducing the farmer and producer of grain to use care and intelligence in his work, and that under present conditions the intelligent, careful farmer is not able to compete as he should be with the fellow who is careless and slovenly. The disposition to overlook this feature can be attributed, in a more or less degree, to the gambling spirit which generally permeates the trade. As an object lesson in this feature, you have only to watch operations for a few days at almost any country elevator where farmers are marketing their grain.

Owing to the lack of a sound basis for the grades, the grain dealer generally endeavors to and with much success does manipulate the grades to his own particular benefit, and there is every evidence that since the last interstate commerce act was passed, taking away many special privileges and rebates, he is much more insistent and persistent in his endeavors to have his grain graded according to his own particular views. It is unnecessary for me to say that this refers to a particular class of grain dealers, as you know very well that all grain dealers have not enjoyed these special privileges. This feature is noticeable already in many of the grain markets in the country. I have known of cases, and no doubt such cases exist at the present time, where, when he is unsuccessful in getting what he asks for in the grade line, his own private inspection certificate is issued and is sometimes copied so closely after the certificate issued by the recognized authorities that it is impossible in most cases for his customers to be able to tell whether or not they receive the authorized inspection certificate of their grain.

The statement of the chief grain inspector in one of our important markets to the effect that the ordinary grain dealer would sell a carload of brickbats if he could get an inspection certificate on the same showing it to be grain, may not be literally true, but indicates in a suggestive way the length to which some grain dealers will go in their business.

Much more could be said on this subject showing the weaknesses and inconsistencies of the present system, or lack of system, in grain inspection that is not practicable in a paper of this kind.

In conclusion, I wish to say that I cannot see or understand how any man who knows or is interested in the grain business or its future,

looking at the question from a broad and unprejudiced view, can for a moment see any good reason why he should not support a movement for uniform standards of grain grades on a sound basis, and such laws and regulations as will effectively enforce such standards in all grain markets in this country, giving to all the same advantages and privileges and to every man a square deal.

### A LEAK AT THE DOOR POST.

The accompanying illustration shows a car of corn unloaded at Calumet Elevator A, South Chicago, on April 25. The door post was broken and the corn was leaking out in a continuous stream.

In all probability the door post was weak at the time of loading, and perhaps even broken. If the defective post had been noticed then and repaired with lining on the inside of the car by lapping the bagging on and fastening it to the



SEE IT RUNNING OUT?

floor, the leakage would, without doubt, have been prevented.

In putting on such bagging it should be left loose so that the door post could give without tearing the cloth.

### DESTROYING RATS.

Farmers' Bulletin 297 gives some useful recipes for killing rats, which it is estimated cause a loss to farmers and others of no less than \$100,000,000 annually. No method for their destruction is final, but one of the best poisons is barium carbonate, or barytes, a mineral that has no smell nor taste. It is mixed with meal in proportions of one-fifth barytes and four-fifths meal, made into a dough; or with oatmeal, using one-eighth by weight of barytes to seven-eighths of oatmeal, or the barytes may be spread on bread or butter or toast. The poison works slowly, but it has the advantage that the rats will, if an exit is possible, leave the premises in search of water.

Other poisons like strychnine, arsenic, phosphorous, etc., have the objection of killing too soon, leaving an annoying odor behind or, in the case of phosphorous, of causing fires.

The guillotine trap is recommended as one of the best and trapping as an effective method of destroying rats.

The best preventive is, of course, ratproof construction—free use of cement and cement concrete. When a crib is set on posts they should be at least three feet above the ground surface, to be above the jumping reach of rats.

Considerable thrashing of wheat was done in the Northwest this spring by farmers who were unable to do so last fall.





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This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

### CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., JUNE 15, 1907.

Official Paper of the Illinois Grain Dealers' Association.

### BUCKET-SHOPS HARD HIT.

There is absolutely no moral impetus behind the present movement of the regular boards of trade against the so-called "bucket shops." The fight is simply and purely for business. Any consistent movement based on the gambling element of this trade would attack the regular as well as the irregular boards. A vast proportion of the business of regular boards is conducted on precisely the same basis as the major portion of the "bucket shop" business is conducted. And if the latter class of establishments is abolished it would not be surprising if the several years of agitation incident to it would result in clean sweep of the gambling features of all boards of trade. That would be the most natural sequel in the world, and the defeated "bucket shop" men would not stand in the way, of course.—Kansas City Times.

The above is a fair sample of the "rot" that a certain class of newspapers has lately been printing for the edification of their readers, many of whom, being as hopelessly ignorant on this subject as the writer quoted, are duly impressed with the exceeding cleverness of this particular bit of fadism; so that it becomes exceedingly difficult to educate the general public to an understanding of the moral delinquency of a community which, like Kansas City, suffers this vulgar bucket-shop gambling to flourish openly and with the implied sanction of the moral mentors of the community—the press.

Nevertheless, the bucket-shop, which some people fortunately are able to differentiate, morally and economically, from legitimate board of trade or stock exchange speculation and characterize with Governor Folk of Missouri as "one of the most vicious forms of gambling," is getting its hard knocks, most of the leading states of the North having during the past winter made it an outlaw. It dies hard, however; and will not be entirely driven out of the

land for some time to come, unless the police are uncommonly efficient. Nevertheless, in spite of such disgraceful exhibitions of fallacy as that quoted above, the general movement against the evil is a gratifying exhibition of the wide awakening of the public conscience, which is now being manifested in many ways.

### UNIFORM GRADE CONGRESS.

The discussion of the Uniform Grade Congress rules at the Illinois meeting by Mr. Culver and others disclosed the fact that the consideration of the rules by the trade, covering six months, has revealed no serious objections to them, except as to corn. The rules for other cereals can be readily and easily adjusted to suit all interests in the trade that have not predetermined to be arbitrary, capricious and stubborn.

With corn there will be more difficulty in reaching an adjustment; but so well-informed a man as Mr. Culver, who has apparently given the rules and their reception by the trade more thought and attention than any other man in the country, is confident the objections, especially as to the permissible moisture content, and perhaps the percentage of "damaged" grains, can be removed, to the entire satisfaction of both domestic and foreign traders.

Uniform grading is bound to come. It cannot much longer be avoided unless (and even this is a contingency, it must be frankly admitted, so strong are the centralizing tendencies of business law) the trade itself adopts the methods of the Congress to retain control of the definitions of the rules and the power to modify them at will. This fact makes it imperative that the Congress to be held on June 20 shall sit until a final conclusion is reached both as to the rules and the method of their enforcement, and the final steps taken for the promulgation of the rules and their adoption as the working law of the trade at the earliest possible moment.

### NO. 3 OR BETTER.

It is a notable fact that at practically every meeting of the dealers' associations of the Central West the complaint is made by some one, either from the chair or from the floor, that the system of selling grain "No. 3 or better" does not, as President Wayne put it, give the dealers full value for their grain nor encourage the farmer to improve the quality of his crops. Yet the practice continues, and no one seems disposed to suggest the obvious remedy for that sort of "injustice"—to stop selling grain in that way.

Mr. Wayne referred to the old habit of consigning; why not return to it? Why put oneself in the position that the seller of "3 or better" does? Substantially all the evil influences that have dominated the trade in the past ten or fifteen years—rebates, special rates and privileges, public elevator men operating private houses, and the other influences that favor one class of dealers at the expense of others—are all traceable to this habit of the country dealer of selling "3 or better," and allowing the buyer to take the cream of the profit in the business while the farmer and the country dealer take the skim-milk. There were, and

indeed still are, dealers who kicked about the "call to arrive" system because the track bidders who have been milking the trade for years call it "a restraint of trade," yet it is the first step toward equitable card bids. The present policy of the elevator owners at Chicago, which looks like an effort to dictate the policy of the Chicago Board as to the management of public elevators, is part and parcel of the same desire of the great grain merchandising companies to control the business.

We mean no offense, but is it not a fact that selling "on track to arrive" is the easier way of doing business? Doing a grain business on the consignment plan exclusively takes much more gumption, but it pays better profits to those who use "gray matter" as the Maker intended it to be used in the grain business.

### THE BOARD OF TRADE.

The welcome address to the Illinois dealers by President Sager deserves more than a passing glance. It ought, in fact, to be sent by every dealer to his local papers with a request to publish. The recent splurge in wheat, dwelt upon in the most sensational manner by the daily press, with its statements of enormous profits which in almost all cases can be reduced in the interest of truth by clipping off at least one o has revived the silly gabble about the "gamblers" of grain exchanges, with which the press delights to insult its readers; and a sane word like that of Mr. Sager was distinctly timely. The grain exchanges are absolutely essential to the economic concentration and distribution of grain; and farmers and the public should know that this work of taking grain from the farmers and distributing it to the consumers in this and other countries, thanks to the exchanges, is being done at a cost of less than 1 per cent of the value of the grain—astonishingly low as compared with the cost of handling any other commodity in daily use.

It is the duty of grain men to circulate these facts among farmers, whose minds are continually being poisoned against the exchanges and themselves by ignorant persons and political demagogues who seek notoriety and get a certain celebrity by their invectives against public institutions and men whose functions they do not understand or deliberately misrepresent.

### EXPORT CERTIFICATES.

The invitation of the Board of Trade of New Orleans to the exchanges of the Atlantic and Gulf ports, to send representatives to a meeting for the purpose of forming an organization to protect the character of export inspection of grain, has met with such a response that such a meeting will be held in Chicago on June 17, and representatives from all the ports named, Baltimore excepted, perhaps, are pledged to be present.

The occasion for this gathering is too well understood to need repetition here. The purpose to be accomplished is, in plain English, the organization of a body, representative of the out-ports, to enforce common honesty in the inspection of export grain. Certain exporters sell one thing; they deliver an entirely different article, not so good as they bargained



to sell, and the umpire, the inspector, who should in all fairness be impartial, sides against the buyer when he should be governed by the rules which the contract of sale says he shall be guided by in certificating the grain. The result is a reputation for dishonesty abroad; friction between ports in this disreputable struggle to get business for the ships; and a declining export trade, since foreigners no longer expect honest deliveries of grain from this side on export certificates and buy elsewhere whenever it is possible to do so.

### DELAYED REINSPECTION.

Secretary Wells of Iowa notes a case of delayed reinspection at Minneapolis, which calls for a reminder to that market that its recent certificate from the legislative committee of "good moral character" may have a string to it. Says Mr. Wells:

On April 5 car of corn was shipped to Minneapolis to fill a sale "to arrive" of No. 3 white corn. The car arrived and was inspected by the state inspector as No. 3 white on April 11, 1907, and the car was ordered to a mill for unloading. On April 17 the buyer refused to accept the corn because of heating condition, this being six days after inspection. The commission merchant made settlement by allowing the buyer 12 cents per bushel. The corn was sold "to arrive" and the commission merchant made terms "delivered at mill."

It should need no argument to demonstrate the fundamental unfairness of the proceeding complained of; and about all first-class markets that pride themselves on their scrupulous fairness to shippers, now forbid their members from taking advantage of shippers in that way. The rule at Chicago—that unless a car be too full for thorough inspection, the buyer must call for reinspection before 1 o'clock the following day; and if such reinspection is not called for then the original inspection stands as the basis of settlement between buyer and seller—expresses the equities of the matter exactly. It puts buyers on their guard to protect their own interests; and when they neglect to do so, the rule does not permit them to throw the results of their neglect upon a shipper who cannot be in a position to protect himself.

### GRAIN STANDARDIZATION.

The paper by Mr. Shanahan on another page gives the latest word on grain inspection as viewed by the Government authorities. It was not necessary, perhaps, that the paper should have been written to tell the world of the insufficiency of our system of grain inspection—that was understood; but it is well to have that weakness pointed out in unvarnished terms by a disinterested expert. It is not a flattering showing. It is the proud boast of the American grain broker that his business is done on honor—that the trades made in the midst of a tempest such as that in the wheat pits during the late wheat movement, based on a turn of the hand and the manipulation of the fingers, are never disputed—never repudiated. And it is so. But when it comes to dealing with the foreigner—well, as it seems from Mr. Shanahan's paper and foreign complaints, that's a different matter—so different, as Mr. Shana-

han's paper clearly demonstrates, that one cannot understand how two such ideals of honor can exist side by side.

It must be apparent to all thinking men, who observe the centralizing tendencies of our Government, that the inconsistencies of our inspection system cannot long continue unchecked by the Government. There must be immediate reform, or the habit of running to Washington will assuredly not stop before reaching the very important function of grain grading and certificating for export and domestic trade. It took a great many years to pass a pure food act, but it is now on the statute books; and the inspection of grain will follow just as soon as the Agricultural Department has reduced inspection to a science by determining the effect of the varying conditions of grain and its deterioration in store and in transit, unless the grain trade, the exchanges, wish to effect reforms that will hold up the hands of their friends in Congress who would defend the exchanges in their control of this function of trade and commerce.

### NEW TRADE AGREEMENT.

In the new trade agreement with Germany, made by virtue of the reciprocity section of the Dingley law, the export grain trade secures for Americans material favors in exchange for slight direct reductions of duties on German argols, wines, brandies and certain works of art and a relaxation of the conditions for determining the valuation for the assessment of duties on manufactured commodities imported by us from Germany. The grains accorded minimum rates are rye, wheat, corn, oats, barley, sorghum, beans, flax and hemp seed. Our meats, many fruits, and quite a long list of American manufactured articles, are included in the list of commodities granted concessions; so that it is said 97 per cent of all possible reductions that might be accorded to us under the most favorable conditions have been obtained.

The unsatisfactory feature of the situation is found in the fact that Germany may at any time conclude with some other country a treaty which would grant to that country rates of duty lower than those paid by us and which we should have no way of obtaining under the agreement. To guard against this possibility for the future, and to protect our trade against all possible contingencies, a reciprocity treaty of broad scope has been negotiated and is in the possession of the state department for presentation to the Senate, but has not yet been made public; but this treaty will undoubtedly be fought by the extreme protectionists. The real struggle for a liberal trade treaty, therefore, must be postponed until winter.

### SOCIETY OF EQUITY.

The Society of Equity is another of the many organizations that illustrate the American's proverbial habit of "joining." It doesn't much matter what the organization means, so long as it has a sonorous name and its officers are decorated with a "noble," "supreme," or other aristocratic handle, it will attract "jiners." The father of this particular society plays on the word "equity" as his keynote, his purpose being

to force the public to pay the farmer "profitable prices" for all products of the farm; that is to say, arbitrary prices, which are never equitable. He tells the Independent of New York that the organization is found in 2,700 out of 3,000 counties of the United States, and by other authority we are told there are 500,000 members. This is less than one in ten of the growers of crops in this country.

The Society, so far as appears, is entirely innocuous and likely to remain so. It is true, it talks at times of building line and terminal elevators, but it won't—not to any extent. Its plan of campaign for controlling prices is too crude to deceive any considerable number of farmers—who are the last men, as a class, to permanently combine on any project—into supplying the money needed; people who are non-gregarious in their daily life are seldom so in their business operations. Even were they, their plan is hopelessly insufficient, since the monopoly they expect to create cannot be created from the productive end. A single big elevator firm out of half a dozen in Chicago would have more real power over prices than would three-quarters of the wheat farmers of the country acting together—just as the Standard Oil Company monopoly is all-powerful through its selling agencies rather than through its oil producing and refining activities.

### MORE NATIONAL LEGISLATION.

The President's Memorial Day speech indicates a purpose to go on at the next session of Congress with railway legislation, although its direction is not very plain. The rate law, it seems, "needs perfecting." The new Commission has, indeed, done something with the law, but not much; the actual changes during the year have largely come about voluntarily as a result of the "moral influence" of the law and the heavy fines imposed by the courts in rebate cases. The decision of the Commission in the "allowances case" and in the recent sugar case, as specimens of the Commission's rulings, have not been particularly happy, because they are palliative only and do not so root out the disease that it shall be impossible for keen transportation men, connected with the big houses, to manipulate shipments to get a better rate than the inexperienced shipper is able to get over the same route and to and from the same points.

The truth is beginning to dawn on the public that labeling a man as a "Government official" does not make him different from what he is—that the men who shall control the carriers and the shifty shipper must "know the game" as well as they. And, after all, it is rather these clever devices for evading the law than the published rates themselves that cause the troubles complained of by shippers of commodities on which, like grain, the margin of profit is so small that the securing of the advantage of a mere fraction of a cent per hundred pounds by one shipper means wealth to him and defeat of his competitor. This kind of expertness will come to the Commerce Commission but slowly; and the public must wait for it before the work of the Commission can be entirely satisfactory or efficient, and merely adding more law may not hasten matters much.



## Editorial Mention.

Uniform grades are coming; better get into the band-wagon instead of the hearse.

Old "No. 3 or Better" bobbed up again at the Illinois convention; and he wasn't looking any better than usual.

With lumber at present prices, and still going up, reinforced concrete seems to be the coming building material for elevators, large and small.

You can kill rats and mice by traps and poison, but immunity from their annoyance about the elevator is to build rat-proof basements.

The "good old summer time" came to town along with the Illinois dealers; just in time to make rare days for the other meetings scheduled for June and July.

Reconsignment charges are being restored all through the East, and as the Commerce Commission considers the charge legitimate in itself, the trade will, no doubt, have to pay it.

Harry W. Kress of Piqua, O., is doing some missionary service in his "White Letters" by pointing out the relations of grain dealer to farmer and how the two should work and generally are working in entire harmony and good nature.

The movements of farmers in the older parts of the Northwest to get into diversified farming is pretty sure to put some of the wheat elevator men out of business, and already the work of removing elevators and using the materials sites for other buildings has begun.

Is Baltimore going it alone in the export business? Doesn't the failure to accept the New Orleans invitation, which has been accepted by all other Atlantic and Gulf ports, make that market look rather supercilious at a time when the get-together spirit is becoming fashionable pretty much everywhere?

The Dakotas are building a very large number of new elevators this season, as is apparent from the items coming to this office—more than most of the states. The farmers, too, seem to be getting their work in as prospective rivals of the big line companies which hitherto have pretty much controlled the trade up there.

The National Freight Service Association, Charles L. Cook, acting secretary, Richmond, Va., has been organized to apply to Congress for legislation to enlarge the powers of the Interstate Commerce Commission so as to enable it to apply a rule giving a practical time limit on all interstate freight, calculated at a fixed distance in movement for each day it is in the hands of the roads from point of shipment until delivered to consignee; and to provide reciprocal demurrage charges, to so pen-

alize the carriers as to require them to do their duty, "exactly as we are now forced to do ours." Shippers are invited to become members.

There is one thing certain, that Superior Board of Trade aggregation doesn't need any nerve tonic; although in the interests of the town's respectability the hose might be turned on its newspaper offices with profit.

Now what do you think of this for gratitude: Says a Central City, Neb., paper: "The grain trust has been prosecuted and the people of Nebraska have paid the bill. Norris Brown, who started the action, has gone to the United States Senate, and Judge Sullivan, who had charge of the suit, has made a trip to Europe out of his fees in the case."

The New York Journal of Commerce joins in the call for a betterment of methods in compiling crop reports. It urges Congress to spend more money on accuracy; and emphasizes the suggestion often made that the state bureau methods should be unified, so that all will start with the same standard and use the same terms and sites for other buildings has begun.

The new rate bill has at any rate done something for the Erie Canal which, at the present rate of loading, will carry at least 50,000,000 bushels of grain to tide-water this season. Hitherto only the Kellogg and Richmond elevators could or would load boats, but this season the Dakota and Eastern houses have put in loading spouts and are using the canal to relieve the congestion at Buffalo.

The article headed, "A Suggestion from Iowa," contains some ideas not infrequently dwelt upon in these columns on the value of keeping complete office records of car orders and shipments. The fact that Mr. Wells, like the rest of us, finds it necessary to keep repeating them is evidence that it takes a long time to bring dealers to a realizing sense of their loss by not being systematic.

The Superior Court of the United States, on May 27, in Southern Railways vs. H. H. Tift & Co., lumbermen, upheld the power of the Commerce Commission to prohibit an advance in rates in interstate commerce. It was shown that the road had not complained of the old rate as unremunerative, but had explained the advance as in pursuance of a desire to share in "the phenomenal prosperity of the country."

The public elevator men at Chicago, with the exception of the Santa Fe operators, have given notice that they will not apply for a renewal of their licenses as regular houses after July 1. Their complaint is that the Board of Trade is unwilling to make "satisfactory arrangements" with them to continue in the business. This will leave the Santa Fe as the only regular house (2,000,000 bushels) after July 1, except that the present "regulars" will carry grain now in store as public until January 1, 1908, at least, or until it is moved out by its owners. The Board, however, announces that after July 1 it will be able to provide ample

storage room for all the requirements of the market, but until then the directors will make no more definite statement, except that they mean to make the public elevators conform to the letter and spirit of the Board's rules and the law and not permit the Board and the public to be ruled by the public elevators.

Programs of the Indiana, the Ohio and the Iowa Grain Dealers' Association meetings are published in this issue, and give promise of a series of remarkably fine meetings. Ohio, as usual, makes a feature of the outing, or social side, of the meet; but this year instead of going to Put-in-Bay, will go to Cedar Point, a splendid Lake Erie resort near Sandusky, where there is everything to make the meeting even more delightful than the ones held at the Bay.

The Royal Grain Commission of Canada has sailed for England to examine into the conditions under which Canadian cereals are handled and marketed in the old country, as well as to hear the evidence of British dealers and millers as to the grading and inspection of grain. The Commission seems to be so well saturated with the rather radical ideas of the West, that almost anything "advanced" may be expected in the way of a final report.

It is all very well for dealers to complain of the severity of inspection; that they "know such and such cars of grain did not contain an excess of moisture;" but the chances are they were wrong. Even the best judges among dealers and many professional experts were fooled last winter and spring and were convicted of the fact by the moisture tester, that the grain carried more water than they would have believed without a physical demonstration.

In an opinion by Commissioner Clark the Commerce Commission has ruled that it is without power to prescribe regulations for reciprocal demurrage between shippers and carriers of interstate freight. The decision was based on the complaint of James B. Mason against the C., R. I. & P. Ry. Co. Mason asked for the appointment of receivers of interstate freight for all interstate roads, who should deduct from freight charges a reasonable sum per day as demurrage in all cases of delay in shipment.

The Railroad Commission of Missouri, in executing the weighing law enacted at its request, has disclosed its complete incompetency to handle the matter in hand by its procedure at St. Joseph, and justified the objections made to the passage of the bill. In order to carry out the provisions of the law in that city, it would have been necessary to make a considerable expenditure for scales; to avoid which the Commission has made a contract with the Western Weighing Association to do the work, putting its employees under bonds. It is explained that the Weighing Association had already provided track scales at the various points and is equipped to do the work. Now, the reader knows that track scales for weighing grain are but little, if any, better than, nor perhaps as good as, the method of computing the weight from the cubic contents of a carload; so that without



criticising the character of the Association it may be said that when the Commission abandons its functions to make a contract for weighing the public grain on track scales by proxy instead of directly by its own officers and in hopper scales, it confesses either its ignorance of the merits of scales or its willingness to perform its duties perfunctorily. In either case the public will suffer.

A novel banquet was held on June 3 at the Bellevue-Stratford, Philadelphia, it being the occasion of a meeting of the Association of Centenary Firms and Corporations of the United States. Twenty-five or thirty firms are entitled to membership, the most venerable being the Francis Perot's Sons Malting Co. of Philadelphia, founded 220 years ago. It is the oldest business on the continent. T. Morris Perot and Elliston Perot, present managers of the firm, are the sixth in direct descent from the founder. The Millbourne Flour Mills (1757), Philadelphia; Patapsco Flour Mills (1771), Baltimore, and the D. Landredth Seed Co. (1784), Bristol, are also members of the Association.

Our Western and Northwestern dealers believe they have their troubles, what with co-operative houses and queer legislation; but come to think of it, the worst in the Northwest is quite tame compared with the program of demands laid down by the Manitoba Grain Growers' Association for legislation, which in a recent circular included (1) practically open membership of the Winnipeg Grain Exchange, which would, of course, destroy absolutely the usefulness of that institution; (2) abolition of option deals; (3) government ownership of both line and terminal elevators; and so on ad lib. Why, this is even worse tomfoolery than the antics of the syndicated discontent-promotion crowd of our Chicago in Iowa.

The Farmers' Advocate of Topeka is a consistent co-operator. For a long time its "co-operative department" was edited by "Jim" Butler, as he is now dubbed, ever an honored proponent (for a liberal salary) of the co-operation fad. But evidently Jim has backslid. He is now consorting with one C. W. Peckham, who has fallen so low in the Advocate's estimation, as to have become a Society of Equity secretary. Now, as the Society of Equity has an organ of its own, which is not the Advocate by a good deal, it is persona non grata in Kansas, now devoted to the Farmers' Union which is the real stuff (in the Advocate's view). Then there's another backslider, one Judge Theron Fisk of South Dakota, also an Equity fellow, who once pretended to be all right from a Kansas point of view, but who has lately gotten into the disreputable company of bankers, merchants, lawyers—"anybody"; and so the Advocate, with the purest of motives and with a sorrow untinged with malice, advises Peckham that "if he doesn't get this man Fisk off the perch the farmers of Kansas will lose their regard for him and consider him as unscrupulous as the grain gamblers themselves. So far as this man Butler is concerned, no one

who knows him will expect things different." And so on. Really this co-operative business is getting to be quite a strenuous affair, when one has to have his passport vised by the Society of Equity, the Chicago commission promotion-syndicate, the Farmers' Union, etc., in order to travel about the country without having one's record ripped up the back by the opposition organs and organizers.

The form of the new warehouse receipt in Minnesota, and the ruling as to payment of freight charges, noted in another column, have rather alarmed the country warehousemen who have feared they would be held accountable for the freight charges on stored grain when sent to a terminal house. But the attorney-general reminds those interested of the obvious fact that the freight will have to be paid by the owner of the grain. Once the grain is in store, so long as the warehouseman has the actual grain to be delivered on demand according to his contract, he can "let Smith walk," at least until the value of the grain begins to reach the amount of the charges against it.

Mr. Bryan, in an address in New York on June 6, to the Board of Trade and Transportation, rather wasted his fire by a bad scatter of his shot, when he attacked the stock and grain exchanges by saying:

The farmer has a right to complain if he is made the victim of the systems of organized gambling in our large centers. If two men bet on the price of my product and that bet affects its value, I have the right to interfere and enter complaint. If they bet on my wheat for a lower price, and it goes lower, they take my money, and if it goes higher they rob the man who has to buy the flour.

Now, Mr. Bryan doubtless meant well; but he should know that board of trade speculation is not gambling, since it performs a public function as well as constitutes a legitimate private business transaction, whereas gambling never does. There is a perhaps nice distinction sometimes between speculation and gambling, but there is a distinction which so prominent and influential a public teacher and critic as Mr. Bryan should never permit himself to forget, however much or sharply he may deprecate speculation and condemn gambling.

The cooperators of Iowa who work the "penalty clause" are whistling vigorously to keep their courage up ("Dutch courage" being tabooed in that pious state), but all the same the wisest and most reasonable of them are convinced that the Stillman bill, effective on July 4, put them in the class of unlawful combinations in restraint of free competition. Their advisers cite the Monticello (Ill.) case as having been decided in favor of the penalty clause company; but if we are not mistaken that case never came to trial on its merits at all, the company having dodged trial by resort to a legal quibble in the pleadings. Out in Kansas, on the other hand, a penalty clause company at Hargrave, which had brought suit against the Missouri Pacific to compel the road to build a switch, dropped the action and were very glad to settle as soon as the road's attorney threatened to set up the fact in defense that the grain

company was operating under a penalty clause; and it is a part of the settlement agreement that the road shall "not avail itself of any advantages which might accrue through a judgment in the suit." However, it is said that other parties may prosecute the Hargrave company on the by-law as a violation of the anti-trust law of the state. Furthermore, at Livermore, Iowa, on the advice of F. M. Miles, who drew up the articles of incorporation for the Livermore Farmers' Elevator Co., the penalty rule was not put in the by-laws. He prophesied trouble for the cooperators some time ago, and the Livermore people are satisfied with having heeded his advice.

The dissenting opinion of Commissioner Clements in the "allowances case" is pretty convincing to the fact that the equities of elevator service can never be adjusted between man and man until the railways operate their own houses on their own account and separate them absolutely from the personal interests in the grain business. It is not expected that railroad elevators so used will ever pay much to the railways—they don't now; but the Santa Fe road has demonstrated that it can treat its patrons in the grain trade decently in this elevator matter, and do so without loss. And in the fight for a "square deal" in the grain trade this is the condition the railway elevator must come to at last—if not by voluntary action like the Santa Fe's then by compulsion of law; for it is sure to come. No one blames the grain companies benefited by the allowance profit for taking all they can get—that's what we are all here for. But the railroad cannot fulfill its public functions by making fish of one patron and flesh of another. Nor will the public stand that game much longer, as the roads must by this time be able to see.

A Superior paper says that, "H. A. Johnson has returned from North Dakota where he went to secure funds to continue the legal contest for Wisconsin grain inspection. Mr. Johnson reports that the bankers of North Dakota have furnished sufficient funds to continue the fight to the end." In other words, the decision of the United States Circuit Court granting the Globe Elevator Co. an injunction against the operations of the Wisconsin grain inspectors and weighers will be appealed. There can be no objection to this, of course; but the amazing thing to the initiated is that the North Dakota bankers should tie up to the Superior grain crowd at all. What can they expect from it? Superior is no market; its Board of Trade is now defending itself, and with the desperation of men in the last ditch, from outlawry as a mere bucket-shop, its leading "house" being notorious gambling concern recently kicked out of Canada, after making a forced exit from American markets as violators of the law. Whatever sympathy might have been felt for North Dakota shippers who imagine they were wronged in Minnesota has been drowned in contempt for their association with the rabble of Superior, which makes no effort to maintain its respectability by purging itself of its flock of black sheep.



## TRADE NOTES

Welge & Lilly, Maroa, Ill., manufacturers of the Daisy Car Loader, have dissolved partnership. C. Lilly has bought out C. E. Welge and is now sole owner of the business.

The Richardson Scale Co., Chicago, Ill., has been incorporated with a capital stock of \$2,500 to manufacture weighing devices. The incorporators are Henry Richardson, Herbert E. Godfrey, Stanley G. Murray.

Bulletin No. 12, issued by the Jeffrey Manufacturing Co., Columbus, Ohio, explains "The Care of Electric Mine Locomotives in Service," and is an exhaustive treatise on the subject. A copy will be sent free to anyone interested.

The N. P. Bowsher Co., South Bend, Ind., reports that the Sample street car line has been extended so that cars now run by their factory; a convenience that will be appreciated by some of their customers, and doubtless will be welcome news to divers traveling men.

At a special meeting of the directors of the Joseph Dixon Crucible Co., held May 31, to take action on the death of Vice-President and Treasurer John A. Walker, Geo. T. Smith was elected vice-president, Geo. E. Long treasurer, and Harry Dailey was elected director and secretary.

The Hess Warming and Ventilating Co. of Chicago has sold one of the new "Ideal" driers and coolers to the McFaddin-Wiess-Kyle Rice Milling Co., Beaumont, Texas, to be erected with the latest new steel elevator for rough rice. This is the first introduction of the Hess Drier for use on rough rice, and it is expected that it will come into general use for this product and also for the drying of cottonseed, a commodity on which large losses occur every year because of moisture.

Work on the new steel elevator for the Ogilvie Flour Mills Company, Fort William, Ont., has progressed rapidly since the winter weather moderated. The steel bins are ninety-five feet deep and were erected by the Macdonald Engineering Company, the contractors, in less than two calendar months, from March 9 to May 7, regardless of weather conditions, which are severe in these parts of Fort William. The machinery equipment is now going in and the building will be ready for business in July.

The Hess Warming and Ventilating Co. announces that it has in preparation a new tester for determining the moisture in grain, on the plan outlined by the Department of Agriculture. The tester will be provided with metallic flasks and tubes in place of glass, which has formerly been used, thus preventing the expensive breakage which occurs with the glass parts. The new tester will be adapted to the use of gasoline, denatured alcohol or gas, at the option of the purchaser. A booklet describing it is in preparation and this will be ready soon. The possibility of determining the exact amount of moisture in grain by a simple test requiring ten to fifteen minutes only, has brought about an extensive inquiry for these testers, which will be fully met by this new device.

It is with regret that we announce the death of John A. Walker, vice-president and treasurer of the Joseph Dixon Crucible Co., Jersey City, N. J., which occurred at his home in that city on May 23. Mr. Walker was born in New York on September 22, 1837. He entered business at an early age and received an excellent training. In 1867, after having served as a soldier during the Civil War, he became associated with Joseph Dixon & Co. In 1868, when this firm was incorporated as the Joseph Dixon Crucible Co. he was made secretary. In 1891 he was elected vice-president and treasurer and held these offices at the time of his death. Mr. Walker was an untiring worker and much of the success of the Dixon company was

due to his energy. He was identified with a number of financial and charitable organizations and was also a member of a number of clubs and societies. He is survived by a widow.

The U. S. Grain Purifier Co., Earl Park, Ind., have acquired the patents heretofore controlled by the American Grain Purifier Constructing Co. and Caldwell & Barr and announce that they now control all the patents ever issued by the United States government covering the art of purifying grain. These patents cover the various methods of removing must and smut and weather and water stains. The company are now prepared to grant licenses on reasonable terms for using their grain purifiers and process for purifying grain. They say the cost is so small and the benefits so great that no elevator can afford to be without a purifying system.

### W. G. MOODIE.

W. G. Moodie is a product of the state of Kansas, to which he has added his full share of wealth, although he has been in active business only since



W. G. MOODIE.

1893. In the fall of that year he began work as office boy for Willis & Folks at Wellington. Five years later, having in the meantime been advanced along the line to the head bookkeeper's desk, he bought the half interest of Mr. Folk in the business, then owned by Folks & Carter, whose name was changed to Carter & Moodie.

When this change was consummated the new firm proceeded to build a line of grain elevators made tributary to the Santa Fe Elevator at Wellington, which was purchased at the same time. The expanded business proved profitable, and on July, 1902, the Wellington Milling & Elevator Co. was organized, local capitalists furnishing the additional stock deemed necessary to finance the mills of this company. S. B. Carter was made manager and Mr. Moodie, treasurer. Success came to the company, but on March 15 last, owing to ill health, Mr. Carter was compelled to retire from business and Mr. Moodie was made manager.

The company does a large grain business, and operates a Nordyke & Marmon Company mill of 600 (actual) barrels' daily capacity. Sales of both grain, flour and feed are made all over New England, Iowa, Illinois, Missouri, Kansas and Oklahoma, while the surplus is disposed of through regular channels in Europe.

A parliamentary committee at Stockholm, Sweden, has reported in favor of a reduction of the duty on corn from about 92 cents to about 38 cents per 100 (220 pounds) kilograms. It is expected that this action will greatly increase the importation of American corn.

## OKLAHOMA GRAIN DEALERS.

The Oklahoma Grain Dealers' Association held its tenth annual meeting at Oklahoma City on May 22. The important papers by J. D. Shanahan on "Grain Standardization," by C. A. McCotter on "Mutual Insurance: Its Effects on Rates," were read at this meeting.

The secretary's annual report showed a membership of 176. He recommended the formation of a board of arbitration of appeals for the Kansas, Texas and Oklahoma associations, one member from each association; and this was subsequently agreed to, the affiliation with the National Association being closed at the expiration of the period for which dues are paid. As to inspection he said: "The past season has more forcibly than ever convinced me of the need of Oklahoma inspection. The delay of cars in transit of from thirty to ninety days, and consequent deterioration in quality or value of grain, only proves more convincingly the advisability of inspection upon shipment, this giving the shipper something besides his own or helper's word to prove to the railroads the original condition of grain."

He recommended also the appointment of an attorney, at a salary of not to exceed \$300; the appointment of an agent in Texas; the appointment of a transportation committee, and a committee on uniform confirmation.

The financial report showed cash on hand of \$513.28.

The following officers were elected: J. S. Hutchins, Ponca City, president; U. B. Clemens, Marshall, vice-president; Frank Prouty, Enid, secretary-treasurer; Whit M. Grant, Oklahoma City, W. S. Lyons, Enid, and J. C. Pearson, Marshall, board of arbitration; O. E. Stephenson, Enid; Buraw House, Oklahoma City; T. F. Blake, El Reno; G. W. Cole, Snyder; Chas. McFarland, Blackwell, directors.

The event closed with a banquet at the Threadgill Hotel.

### AN IMPORTANT TREATISE.

A book of much more than ordinary interest to engineers and to elevator builders is a volume just published under the title, "The Design of Walls, Bins and Grain Elevators," by Milo S. Ketchum, C. E., dean of the College of Engineering and professor of civil engineering in the University of Colorado. The scope of the book can best be told by the chapter headings. Part I is devoted to the "Design of Retaining Walls," discussing the theories of Rankine, Weyrauch, Coulomb, Cain and Trautwine, with a chapter to each; Part II relates to the "Design of Coal and Ore Bins," in seven chapters. Part III brings us to the "Design of Grain Bins and Grain Elevators," in six chapters, devoted to (1) types of grain elevators; (2) stress in grain bins; (3) experiments on the pressure of grain in deep bins, a most interesting subject, in the investigation of which most of the commonly accepted theories of the laws of grain pressures are upset; (4) design of grain bins and elevators; (5) examples of grain elevators, and (6) their cost, in steel, reinforced concrete and wood.

The book is the first contribution to a systematizing of the science of bin design and construction, as a step toward abolishing for good and all the "rule of thumb" method which has proved so costly to many owners of grain elevators, not to mention builders of retaining walls, whose knowledge of the laws of pressure have been entirely a matter of guesswork. The book is published by the Engineering News Publishing Co., New York, and costs \$4.00. It consists of about 400 pages; is thoroughly illustrated, with designs, diagrams and halftones, and carefully indexed.

Grain dealers of Oklahoma and southern Kansas are refusing the jumbo cars and those who sell by the carload are demanding the 40,000-pound cars.



## RECEIPTS AND SHIPMENTS.

Following the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of May, 1907:

**BALTIMORE**—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	1,232,430	1,334,814	1,014,000	1,480,001
Corn, bushels.....	1,232,430	1,334,814	2,014,108	1,708,746
Oats, bushels.....	351,970	333,231	810	66,213
Barley, bushels.....		2,000		9,567
Malt, lbs.....				
Rye, bushels.....	35,748	126,830		65,999
Timothy Seed, lbs.....	2,137	5,631		
Clover Seed, lbs.....	1,055			
Hay, tons.....	8,981	7,940	3,772	2,533
Straw, tons.....				
Flour, bbls.....	286,659	257,912	177,236	134,313
Mill feed, tons.....				

**BOSTON**—Reported by Daniel D. Mor-s, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Flour, bbls.....	192,151	167,918	83,507	77,115
Wheat, bushels.....	1,272,498	2,590,217	775,753	1,062,007
Corn, bushels.....	650,090	483,114	1,149,711	611,920
Oats, bushels.....	438,658	774,028	1,200	243,840
Rye, bushels.....	693			
Barley, bushels.....	555	113,877		192,156
Flax Seed, bushels.....	555	590	30,400	59,646
Mill Feed, tons.....	1,369	788	10	64
Cornmeal, bbls.....	2,240	2,725	1,081	1,085
Oatmeal, bbls.....	3,835	12,724	2,325	2,375
Oatmeal, sacks.....	3,535	3,310	1,350	3,255
Hay, tons.....	10,020	13,710	455	2,600

**BUFFALO**—Reported by F. Howard Mason, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	9,312,549	3,606,042		
Corn, bushels.....	2,219,679	901,314		
Oats, bushels.....	2,225,831	3,084,917		
Barley, bushels.....	1,376,735	532,450		
Rye, bushels.....	476,834	395,000		
Timothy Seed, lbs.....				
Clover Seed, lbs.....				
Grass Seed, bushels.....	4,510	1,000		
Flax Seed, bushels.....	1,836,345	641,000		
Broom Corn, lbs.....				
Hay, tons.....				
Flour, bbls.....	1,514,089	1,098,033		

Canal did not open until May 1, 1907.

**CHICAGO**—Reported by Geo. F. Stone, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	1,349,584	608,400	928,155	768,719
Corn, bushels.....	6,393,069	7,032,219	7,390,769	5,538,474
Oats, bushels.....	8,351,001	6,290,112	8,178,196	8,334,541
Barley, bushels.....	1,055,872	767,285	345,816	232,015
Rye, bushels.....	146,382	104,411	366,970	237,304
Timothy Seed, lbs.....	1,386,755	2,388,460	676,799	189,080
Clover Seed, lbs.....	14,483	35,643	115,570	58,594
Other Grass Seed, lbs.....	1,680,314	1,197,921	3,031,568	637,315
Flax Seed, bushels.....	385,717	160,740	703	47,955
Broom Corn, lbs.....	859,931	654,893	627,826	249,730
Hay, tons.....	20,833	20,463	4,255	4,351
Flour, bbls.....	830,771	664,721	987,261	488,684

**CINCINNATI**—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	128,610	203,692	86,670	173,053
Corn, bushels.....	789,344	791,570	489,278	414,252
Oats, bushels.....	307,278	412,829	358,633	253,682
Barley, bushels.....	42,010	9,000	1,250	62
Malt, bushels.....	175,770	177,030	132,290	71,678
Rye, bushels.....	38,170	43,482	7,820	7,488
Timothy Seed, bags.....	1	2	1,897	824
Clover Seed, bags.....	709	340	3,340	1,870
Other Grass Seed, bags.....	9,019	4,201	8,918	5,543
Hay, tons.....	13,742	28,356	11,391	23,621
Flour, bbls.....	10,659	91,250	73,616	60,635

**CLEVELAND**—Reported by M. A. Havens, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels, water.....	193,000	16,000		70,000
Do rail.....	34,746	54,856	7,386	81,146
Corn, bushels.....	466,859	267,457	108,992	204,356
Oats, bushels, water.....	81,000	275,000		
Do rail.....	622,051	490,730	63,050	316,114
Barley, bushels, water.....				
Do rail.....	4,656	11,690		31,800
Rye, bushels.....	88,065	285,000		
Flax Seed, bushels, water.....				
Do rail.....				
Hay, tons, water.....				
Do rail.....	4,037	5,214	130	713
Flour, bbls, water.....				
Do rail.....	4,334	4,353	2,165	1,568

**DETROIT**—Reported by F. W. Waring, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	325,897	98,739	13,431	2,122
Corn, bushels.....	141,590	237,267	156,137	72,713
Oats, bushels.....	168,301	165,553		
Barley, bushels.....	13,966	69,881	2,711	884
Rye, bushels.....	4,716	2,091	1,500	58,454
Flour, bbls.....	9,800	28,400	4,800	16,000

**DULUTH**—Reported by Chas. F. MacDonald, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	4,481,210	1,083,399	6,042,228	1,903,496
Corn, bushels.....	5,126		6,516	
Oats, bushels.....	370,245	200,987	270,634	2,512,292
Barley, bushels.....	512,554	49,894	1,505,650	278,137
Rye, bushels.....	18,652	8,066	208,344	10,772
Flax Seed, bushels.....	1,433,397	636,512	2,047,328	1,759,350
Flour, bbls.....	335,560	544,135	580,200	480,635

**GALVESTON**—Reported by C. McD. Robinson, chief inspector of the Cotton Exchange and Board of Trade.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....			384,000	16,000
Corn, bushels.....			34,286	
Oats.....				
Barley, bushels.....				

**KANSAS CITY**—Reported by E. D. Bigelow, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	1,489,000	1,055,000	1,469,000	779,000
Corn, bushels.....	1,451,000	1,652,000	1,154,000	1,125,000
Oats, bushels.....	619,500	385,500	505,500	375,000
Barley, bushels.....	27,000	27,000	6,000	4,000
Rye, bushels.....	6,000	8,000	3,000	5,000
Flax Seed, bushels.....				800
Bran, tons.....	585		2,910	1,765
Hay, tons.....	10,440	10,150	7,650	3,690
Flour, bbls.....	12,800		111,400	71,000

**MILWAUKEE**—Reported by Wm. J. Langson, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	491,458	441,760	393,844	18,260
Corn, bushels.....	188,000	311,600	490,384	218,538
Oats, bushels.....	704,000	596,400	761,156	431,216
Barley, bushels.....	946,800	56,400	377,857	305,213
Rye, bushels.....	97,900	46,400	49,250	24,708
Timothy Seed, lbs.....	49,145	207,355	333,801	1,016,655
Clover Seed, lbs.....	32,583	6,150	120,135	351,165
Flax Seed, bushels.....	3,190	8,410	1,060	
Hay, tons.....	1,906	1,501	48	108
Flour, bbls.....	311,325	294,000	367,364	373,421

**MINNEAPOLIS**—Reported by L. T. Jamme, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	7,602,370	3,200,210	1,501,520	1,810,260
Corn, bushels.....	245,600	204,580	255,640	73,170
Oats, bushels.....	800,600	1,048,720	2,086,670	1,176,660
Barley, bushels.....	556,860	259,360	858,010	398,740
Rye, bushels.....	85,710	42,450	144,580	105,230
Flax Seed, bushels.....	978,090	319,200	331,580	132,880
Hay, tons.....	2,050	1,923	160	30
Flour, bbls.....	21,536	13,140	1,249,890	1,265,229

**MONTREAL**—Reported by George Hadrill, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	3,996,637	3,792,304	1,939,102	2,279,443
Corn, bushels.....	1,341,429	408,642	851,654	378,781
Oats, bushels.....	580,061	275,484	361,202	178,963
Barley, bushels.....	210,743	237,374	163,034	141,714
Rye, bushels.....	48,570	27,274	50,034	25,196
Flax Seed, bushels.....	77,050	341,777		28,065
Flour, barrels.....	145,408	161,617	75,152	122,901

**NEW ORLEANS**—Reported by H. S. Herring, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	35,000	73,000	46,706	297,500
Corn, bushels.....	410,000	298,876	353,238	265,785
Oats, bushels.....	465,000	440,265	197,174	1,130,388
Barley, bushels.....				
Rough rice.....				
Clean rice.....				
Hay, bales.....	23,985	53,600	5,076	3,386
*Flour, bbls.....	42,224	38,087	106,872	66,819

\*Through consignments of flour to Europe not included in receipts.

**NEW YORK**—Reported by the secretary of the Produce Exchange.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	3,449,500	2,297,700	1,902,677	1,354,458
Corn, bushels.....	1,285,700	1,384,240	2,041,367	1,351,120
Oats, bushels.....	3,664,100	3,419,900	184,632	1,105,045
Barley, bushels.....	121,000	429,700		571,275
Rye, bushels.....	141,100	117,975	361,318	
Timothy Seed, lbs.....			26	
Clover Seed, bags.....	2,434	1,195	1,312	808
Other grass seed, bags.....				
Flax seed, bushels.....	296,400	1,599,300		1,266,217
Broom corn, pounds.....				
Hay, tons.....	29,819	37,050	27,118	50,129
Flour, barrels.....	624,965	593,762	261,649	358,568

**OMAHA**—Reported by Edward J. McMann, secretary of the Omaha Grain Exchange.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bu.....	463,200	214,800	814,000	281,000
Corn, bu.....	1,269,400	1,983,300	1,251,000	1,832,000
Oats, bu.....	555,200	505,600	958,500	738,000
Barley, bu.....	1,000	3,000	15,000	1,000
Rye, bu.....	4,000	5,000	11,000	6,000
Flour, bbls.....				

**PEORIA**—Reported by John R. Lofgren, secretary of the Board of Trade.

Wheat, bushels.....	75,600	50,400	65,900	10,800
Corn, bushels.....	1,516,800	1,554,300	1,068,100	784,300
Oats, bushels.....	1,180,700	2,035,100	1,336,800	2,452,300
Barley, bushels.....	153,000	112,000	55,000	34,000
Rye, bushels.....	18,000	23,400	8,100	18,900
Mill Feed, tons.....	1,520	2,235	2,174	3,935
Spirits and Liquors, bbls.....	.....	.....	.....	.....
Syrups and Glucose, bbls.....	.....	.....	.....	.....
Seeds, lbs.....	120,000	30,000	.....	.....
Broom Corn, lbs.....	135,000	15,0 0	120,000	53,600
Hay, tons.....	3,410	2,960	751	610
Flour, bbls.....	72,500	118,950	58,500	158,200



# ELEVATOR AND GRAIN NEWS

## ILLINOIS.

An elevator has just been completed at Colvin Park, Ill.

J. B. Walton & Sons will soon have their elevator completed at Mayview, Ill.

A number of improvements are under way at the Ford-Mansfield Elevator at Illiopolis, Ill.

There is a new elevator under way at Monroe Center, Ill., which will soon be receiving grain.

J. A. Simpson of Menonk, Ill., is erecting a 40,000-bushel elevator at Woodford on the Illinois Central.

It is said work on the rebuilding of the Van-Ha Elevator at Atlanta, Ill., is progressing rapidly.

A larger elevator than the one burned at Bryan, Ill., is to be built by the owners of the Christman Mill.

W. H. Hutchins has purchased the two elevators, owned by L. T. Hutchins & Co. at

an elevator is now practically assured at

the elevator at Franklin Grove, Ill., is being removed from its foundations to make room for sidetrack.

Hastings & Co., grain dealers at Cairo, Ill., are erecting a warehouse, 300x70 feet in size, erected at a cost of \$15,000.

J. F. Cooley of Bloomington, Ill., has sold his elevator at Kenney, Ill., and on July 1, assumes the ownership of one at Bradford.

Anchor Elevator at Colfax, Ill., recently bought 140,000 bushels of corn in less than 24 hours, paying 50 and 50½ cents.

Fred Guenther of Pearl City, Ill., is about to launch into the grain business, and will build a large elevator in the near future.

The Highland Grain Co. of Chicago, Ill., has changed its name to the Davis Grain Co., and increased its capitalization from \$7,500 to \$25,000.

The Lippert Co. of Chicago, Ill., has been capitalized at \$1,000 to deal in grain, etc. Joseph J. Lippert, John A. Costello and Harry Daum are the incorporators.

Donald A. Sage, J. K. Laird and E. C. Evarts are the incorporators of Sage & Co., dealers in grain, fuel, etc., at Chicago, Ill. The corporation is capitalized at \$20,000.

James L. Bainard of Springfield, Ill., is building two new elevators at stations on the new road between Pawnee and Taylorville, Ill. The work will be completed by the first of the month.

Applegate & King of Lincoln, Ill., who recently lost their elevator in a storm, are preparing to rebuild as soon as possible. It will be of 25,000 bushels capacity and will contain all modern conveniences.

N. A. Mansfield & Co. of Monticello, Ill., are razing their old elevator on the Wabash, and will construct a new house of large capacity. Their central building is being remodeled and its capacity increased.

H. A. Hillmer of the H. A. Hillmer Grain Co. of Freeport, Ill., has received \$3,000 in damages from the Chicago Great Western railroad for the wrecking of the company's elevator at German Valley, Ill. It will be recalled that a passenger train some months ago ran through an open switch into the elevator. One person was killed and several others injured. The Burrell Construction Co. of Chicago is now rebuilding the plant, which will be opened by T. J. Cordes, manager, on July 1. The new building will connect with the company's other plant.

Secretary S. W. Strong, of the Illinois Grain Dealers' Association, announces the following changes: W. W. Berry & Co. succeed W. W. Berry at Breckenridge and buy at Berry; G. W. James succeeds Seger & James at Erie; E. L. Atchinson succeeds Atchinson & Baird at Barrow; Tankersley & Co. succeed Mr. L. R. Tankersley at Champaign; Coon Bros. succeed S. Crumbaugh at Le Roy; Sipp & Powell succeed the Tuscola Grain & Elevator Co. at Tuscola; E. R. Boggs succeeds Davis & Davis at Arthur, who

succeeds him at Findlay; J. T. Darnielle succeeds Masters & Fuller at Fidelity.

Tom Abrams has about completed his new 20,000-bushel elevator at Fickland. The building is admirably located on the C., H. & D. R. R.

The El Paso Farmers' Elevator Co. has purchased the grain elevator at Enright Station, Ill., from Shepard & De Bolt of El Paso, Ill., and Edward North has been appointed manager. The consideration is \$8,500.

## IOWA.

Hubbard & Palmer are building an elevator at Lakewood, Iowa.

Sam Huber of Bolan, Iowa, has acquired an elevator at Iowa Falls.

Brockway's 24,000-bushel elevator is fast going up at Matlock, Iowa.

The Wheeler Elevator Co. is constructing an elevator at Lehigh, Iowa.

G. L. Bosworth is building a commodious elevator at Weltonville, Iowa.

H. Polk and others of Des Moines, Iowa, will build a 30-ton capacity cornmeal mill.

H. J. Meyer has purchased the old Farmers' Elevator at Keystone, Iowa, for the lumber.

L. B. Spracher & Co., grain dealers at Lake Park, Iowa, are now in business at Sibley, Iowa.

Recently the Farmers' Trading Company purchased the Wells-Hord Elevator at Laurens, Iowa.

Scott Logan is enlarging his grain elevator at Rock Rapids, Iowa, to provide for the storage of oats.

The Plymouth Elevator Co. is razing the elevator at Seney, Iowa, and using the material in another at Merrill.

Incorporation papers have been received by the Farmers Grain Co. of Graettinger, Iowa, which is capitalized at \$15,000.

The Western Grain Co. is increasing the capacity of its elevator at Pomeroy, Iowa, from 20,000 bushels to 30,000 bushels.

A new elevator has been started at Lundgrenville, Iowa, a station on the Fort Dodge & Southern R. R., near Burnside.

The Weir & McWilliams Elevator at Peterson, Iowa, has been sold to the Farmers' Elevator Co., which is now in possession.

Mr. Deter, in charge of the Neola Elevator at Charter Oak, Iowa, is watching extensive improvements that are being made.

An effort is being made by the Farmers' Elevator Company at Estherville, Iowa, to purchase the St. John Elevator at that place.

G. B. Gitchell & Son of Alburnett, Iowa, have just completed a new elevator, which is reported as being quite modern in every respect.

James Ellickson of Thompson, Iowa, has sold his grain elevator to the Farmers' Company, and will retire after fifteen years in the business.

Two new elevators are under construction at Aurelia, Iowa, each costing about \$7,000. M. Y. Whitney and The Farmers' Elevator Company are the builders.

John Dammann & Co. of Dixon, Iowa, have contracted with a Chicago firm for the erection of a 25,000-bushel grain elevator, to replace the one burned last September.

A site has been granted the Farmers' Co-operation Elevator Co. at Wesley, Iowa, which is about to build. The company was unable to buy any of the other plants.

During the past month the John Tjaden Elevator at Grundy Center, Iowa, was sold for a consideration of \$8,000 to the Farmers' Elevator Co. Mr. Tjaden retires after many years in the trade.

Among those interested in the newly formed Farmers' Elevator Co. at Steen, Iowa, are P. B. Boysen, Wm. Kitchenmaster, O. A. Paulsen, Fred Rockman and several others. The capital stock is \$10,000.

Articles of incorporation have been filed by the Otho Farmers' Elevator Co. at Otho, Iowa. Andrew Strongberg is president; Albert Hadeen is vice-president; H. W. Wakeman is secretary and J. W. Wonders is treasurer.

It is understood the Farmers' Co-operative Association at Ireton, Iowa, will purchase A. G. Ensign's mill building and convert it into a grain elevator. Mr. Ensign will sell for \$1,700 and it will require another \$2,000 to improve the property.

Klemme Bros. have sold their grain elevator at Dows, Iowa, to the Farmers' Grain and Lumber Co., after having operated it for sixteen years. The consideration was \$2,800. It is understood

the new owners will install a gasoline engine and make other improvements.

The Bradgate Grain & Coal Co. succeeds M. Clark Brown in the grain business at Bradgate, Iowa.

After making extensive improvements by enlarging its building and installing new machinery, the Western Elevator Co.'s plant at Cherokee, Iowa, has resumed operations.

## EASTERN.

Fred Miller has started a grain business at Durham, Me.

F. A. Sherwin is building a new grain store at Groton, Mass.

R. E. Bowen has bought out A. L. Clark's grain business at Leominster, Mass.

George B. Brown of Ipswich, Mass., has disposed of his grain business to Chas. W. Sylvester.

Merritt Smith of Mansfield, Conn., has disposed of his grain business to parties near Boston.

E. T. Bailey has sold out his grain business at Oakland, Me., and has gone to Portland, Me.

A. M. Wilder of Perkinsville, Vt., has remodeled a couple of buildings into a grain warehouse.

W. C. Latimer, a grain dealer at South Coventry, Conn., will build an addition to his warehouse.

C. O. Dexter, formerly with A. L. Clark in the grain business, is now in the trade for himself at Leominster, Mass.

The Taunton Grain Co. will soon commence the erection of a modern elevator at Weir Village, near Taunton, Mass.

It is said the N. Y., N. H. & H. R. R. is going to erect a grain elevator for Frank Diaute at South Braintree, Mass.

George L. Reinhardt is building a \$1,500 elevator in New York city. It will be two stories high and 32x38 feet in size.

Charles W. Getchell has purchased a building at Newport, Me., and the grain business of the Merrill, Runnels & Mayo Co. will occupy it.

F. H. Crane & Sons, grain dealers at Quincy, Mass., had their establishment entered by burglars recently. Only a little change was taken.

Articles of incorporation have been granted the Ames-Burns Co. of Jamestown, N. Y., to deal in grain, hay, etc. The capital stock is \$10,000, and is held by Hermes L. Ames, Melbourne C. Burns and Fred W. Trantum.

Articles of incorporation have been granted the Lake Erie Elevator Co. of Buffalo, N. Y., which is capitalized at \$5,000. Charles H. Spaulding of Buffalo, Thomas D. Barrett and Thomas Shannon of Cleveland are the directors.

## SOUTHERN AND SOUTHWESTERN.

A farmers' elevator is to be erected at Wellsville, Utah, on the O. S. L. tracks.

The Bunch Elevator Co. has its new office building at Argenta, Ark., nearly completed.

It is stated Nashville, Tenn., will have at least one new elevator, and possibly two, this summer.

N. M. Vogelsang has contracted for the erection of a 30,000-bushel rice elevator at Bay City, Texas.

Logan & Co.'s new elevator at North Nashville, Tenn., has been opened and is handling about a carload of grain each day.

The Farmers' Union will build an elevator at Obion, Tenn., and has already purchased the machinery. Later a warehouse is to be built.

It is said the granary to be built by a stock company at Morganfield, Ky., will be the largest in that section of the South. It will represent an investment of \$1,500,000.

The Lucerne Produce and Elevator Company of Lucerne, Colo., is a new \$15,000 incorporation. It is controlled by N. D. Bartholomew, L. R. Williams and H. N. Bickling.

The Markham Warehouse & Elevator Co. has been incorporated at Markham, Texas, with a capital stock of \$10,000, by C. M. Carter, M. Thompson, W. A. Furber and C. R. Burke.

One of the more recent incorporations is the Elbert Elevator Co. of Elbert, Colo., capitalized at \$7,000. The stock is held by G. W. Gammon, William A. Albaugh and George W. Musser.

Charles N. Deshayo & Co. will erect a large grain elevator with their new 100-barrel mill at Leaksville, N. C. It is planned to employ a gasoline engine for driving power, but no machinery has been purchased yet.

During the past month the United Grain & Elevator Co. was formed at Jacksonville, Fla., and is to be incorporated on June 18, with a capital stock of \$250,000. Its directors are B. S. Lasseter, O. H. Barnes, J. A. Ewing and E. C. Long. As the name implies, the grain and ele-



vator business will receive the strictest attention of the company.

J. J. Whately and others are interested in a proposed elevator for rice or grain at Eagle Lake, Texas.

The Kansas City Southern R. R. is constructing a new elevator slip 400 feet long and 165 feet wide, with a depth of 25 feet, at its docks in Port Arthur, Texas. W. Coughlin of Kansas City is the general manager.

It is stated as probable that the Richmond, Fredericksburg & Potomac will erect an elevator of its own at Richmond, Va. The grain dealers at that point are demanding better elevator facilities from President White.

A \$10,000 corporation of farmers has been organized to build a grain warehouse at Monticello, Tenn. Two other companies, with \$5,000 capital each, will build at Carrollton and Vaiden. A new warehouse is also going up at Ripley, Tenn.

Announcement is made that work is about to be commenced on the thirty steel tanks, with a total capacity of 140,000 pockets of rice, which are to be erected at Beaumont, Texas, for the McFaddin-Wiess-Kyle Rice Milling Co. The work will cost \$30,000, and will not be completed until September 1.

Articles of incorporation have been granted the Madill Grain & Elevator Co. of Madill, I. T., which is capitalized at \$50,000. It will let a contract at once for the erection of a \$10,000 building. The stockholders of the company include W. N. Taliaferro, W. H. Lawrence, D. W. Ingersoll and others.

#### THE DAKOTAS.

W. W. Paulson is building a granary at Lewis, N. D.

Judd Williams is building an elevator at Kensal, N. D.

A new elevator is to be built at McCluskey, N. D.

Homer Knapp has sold his elevator at Armour, S. D.

C. S. Irey is building a new elevator at Underwood, N. D.

A Farmers' Elevator Co. has been organized at Berwick, N. D.

Andrew & Gage's elevator at Carrington, N. D., is being enlarged.

The O. M. Elevator Co. is building an elevator at Monango, N. D.

Frank Dodge contemplates building an elevator near Rondell, S. D.

The Gribbin-Alair Grain Co. is building an elevator at Heaton, N. D.

Albert Werth is building an elevator on his farm near Warner, S. D.

It is probable another elevator—the fourth—will be built at Streeter, N. D.

One of the new elevators in building at Plaza, N. D., has been completed.

Reports say the Homestead Elevator has been completed at Douglas, N. D.

The Cargill Elevator Co. is building a 20,000-bushel elevator at Wolford, N. D.

The Powers' Elevator Co. of Eldridge, N. D., is about to erect another elevator.

The new elevator at Layhart, N. D., is completed and will open for business.

Rumors are heard that the Thorpe Elevator Co. will build at Sentinel Butte, N. D.

Hogan Hoganson will have an elevator erected at Sinai, S. D., in the near future.

A new 40,000-bushel elevator is being built for the farmers around Jasper, S. D.

H. B. Atwood has sold his elevator at Erwin, S. D., to the Ostrout Elevator Co.

An effort is on foot to organize a farmers' elevator company at Claremont, S. D.

J. F. Kelly has leased his elevator at Britton, S. D., to the Truax-Aitkin Company.

A. L. Fahrenwald of Yankton, S. D., has purchased a grain warehouse at Presho.

H. W. Willis has sold his elevator at Lansford to a Mr. McDermont of Rugby, N. D.

Work on the new Farmers' Elevator at La Bolt, S. D., is reported as progressing rapidly.

A farmers' company is being organized at Andover, S. D. James Gorman is secretary.

Carpenters are at work repairing the Empire Elevator Co.'s warehouse at Corona, S. D.

The Monarch Elevator Co. is making extensive repairs on its elevator at Leonard, N. D.

Incorporation papers have been secured by the Orr Farmers' Elevator Co. of Grand Forks, N. D., which is capitalized at \$50,000. Among the stock

holders are J. E. Burgett, J. D. Nilson and A. H. Hammond.

Work is progressing rapidly on the Atlas Elevator Co.'s new building at Faulkton, S. D.

It is understood the Sheffield-King Milling Co. will build a grain elevator at Linton, N. D.

The Westfall & Durbin Elevator at Munich, N. D., has been sold to an old line company.

Lamb & Kelly of Lakota, N. D., will build an elevator at McVie, N. D., in the near future.

A concrete tank for grain is to be built at Anamoose, N. D., for the Cargill Elevator Co.

Extensive repairs are to be made on the Great Western Elevator Co.'s building at Hatton, N. D.

C. H. Fitch of Canton is negotiating for the purchase of one of the elevators at Harrisburg, S. D.

The Western Elevator Co. contemplates building a new elevator of large capacity at Rowena, S. D.

The Woodworth Elevator Co. will build an 18,000-bushel elevator at Kensal, N. D., this summer.

The Minnekota Elevator Co. is erecting a new elevator at Lemert, N. D., to replace the one that burned.

Workmen are engaged in the building of the new elevator at Hankinson, N. D., for the Farmers' Co.

A large addition to the Osborne-McMillan Elevator Co.'s plant at Carrington, N. D., is about completed.

J. E. Stewart has sold his elevator at Willow City, N. D., to the Sullivan Elevator Co. of Minneapolis, Minn.

A. A. Gad of Dazey, N. D., is building a line of grain elevators on the Berthold-Crosby line in North Dakota.

It is announced that a 25,000-bushel annex is to be built to the Osborne-McMillan Elevator at Courtney, N. D.

E. P. Olson and Peter Harper of Medina, N. D., will build a 40,000-bushel grain elevator at that place this summer.

The Ingold-McIntyre Elevator Co. has completed its elevator at Leola, S. D., and has started another one at Wetonka.

There is talk of incorporating the New Rockford Roller Mills of New Rockford, N. D., and building a large elevator.

John Schmieder of Parkston, S. D., is building a line of elevators in some of the new South Dakota towns west of Bismarck.

Nearly \$8,500 will be spent for the erection of a 50,000-bushel grain elevator by the Farmers' Elevator Co. at Dickey, N. D.

The Farmers' Elevator Co. at Watertown, S. D., has selected a site on the Rock Island, and will soon start building operations.

Carpenters are at work enlarging the Northwestern Elevator Co.'s plant at Larimore, N. D., to double its present capacity.

The new 30,000-bushel elevator erected by the Toronto Farmers' Alliance Elevator Co. at Toronto, S. D., is open for business.

Frank Junge, buyer for the Reagan-Hooper Elevator Co., opened the company's new plant at Frederick, S. D., late last month.

The Federal Elevator Co. at Chaseley, N. D., closed its plant recently and sold the grain on hand to the Farmers' Elevator Co.

A 10-horsepower Fairbanks & Morse Engine is to furnish the power in the new elevator Mr. Lillethun is building at Cuba, N. D.

The Kulm Elevator Co. of Kulm, N. D., is building a 12,000-bushel addition onto its elevator, making a total capacity of 30,000 bushels.

Farmers in the vicinity of Edinburg, N. D., contemplate building an elevator on the siding between that place and Park River, N. D.

Some days ago the Rothschild Grain Co. of Davenport, Iowa, acquired the Dell Rapids Elevator Co.'s business at Flandreau, S. D.

The Winter & Ames Elevator on the Great Northern at Crosby, N. D., has been reopened with H. S. Teslow of Souris in charge.

Plans for the enlargement of the McCabe Elevator at Bottineau, N. D., from 15,000 to 40,000 bushels' capacity, have been completed.

A site for the new elevator to be erected by the Farmers' Elevator Co. at Aurora, S. D., has been secured from the Northwestern R. R.

Owens, a new town, seven miles from Balfour, N. D., and not yet located on the map, is to have a new elevator. D. T. Owens is interested.

An addition is to be erected on the east side of the Amenia Elevator Co.'s building at Litchfield, N. D. The plant will then have a capacity

of 20,000 bushels. A second addition will be built for the storage of flour.

McBath & Selmsier will begin at once the construction of a 25,000-bushel elevator at Yahota, S. D.

A party at Ocheyden, Iowa, is said to have purchased the line of elevators in South Dakota owned by the Soo Elevator Co. of Sioux Falls.

The Lyon Elevator Co. of Mandan and Pierce Blewett of Jamestown announce their intentions of building elevators at Eldridge, N. D., this summer.

A. W. Menk, auditor for the consolidated Elevator Co., stated lately that a new elevator is to be erected at Dickey, N. D. The town already has three.

The Farmers' Elevator Co., Ltd., of Napoleon, N. D., capitalized at \$10,000, has been incorporated by H. E. Perkins, M. Savage, Walter M. Noddings and others.

The Farmers' Elevator Co. of Clear Lake, S. D., has contracted for the construction of an elevator twice the size of the old plant, which will be used as an annex.

Harry Zeller of Volga, N. D., is authority for the fact that the Van Dusen-Harrington Elevator Co. will rebuild the 20,000-bushel elevator, which burned there last fall.

It is understood negotiations for the purchase of the Terwilliger Elevator at Harrisburg, S. D., have been closed by the newly organized Farmers' Elevator & Supply Co.

W. F. Loomis of Enderlin, N. D., will build an elevator at Douglas, making the sixth for the town. It is understood he has leased his house at Enderlin to Byron Stimpson.

Frank Smith of Madison, S. D., has acquired a one-third interest in the grain and milling business of Larkin & Thompson of that place. The firm will incorporate with \$150,000 capital.

About \$6,000 is being expended in the new McCaul-Webster Elevator at Yankton, S. D., which has so neared completion that its bright red coat of paint looms up for some distance.

Work has been commenced by the Osborne-McMillan Elevator Co. on a new elevator at Fessenden, N. D., which is located just east of the old one. Its capacity is 30,000 bushels.

A. H. Betts of Mitchell, S. D., has purchased the Peavy Elevator at Montrose. Mr. Betts has lately acquired several other grain elevators in that vicinity. W. J. Hunt will continue as agent.

A. H. Betts has acquired the Peavey Elevator Co.'s plant at Ellis, S. D. Mr. Brandenburg will be retained as buyer. He also secured the elevator at Hartford where Nick Feyder is in charge.

D. A. Aitkin of Plankinton and A. A. Truax of Mitchell have formed a partnership and will either buy or build a line of grain elevators in the vicinity of Britton, S. D. Mr. Aitkin will act as manager.

Articles of incorporation have been granted the Farmers' Elevator Co. of Adrian, N. D., which is capitalized at \$25,000. Among the incorporators are C. O. Danuser, J. N. Jordan, C. J. Rygh, F. J. Miller and others.

One of the recent incorporations is the Farmers' Elevator Co. of Bisbee, N. D., which has a capital stock of \$50,000. Those who are interested include C. P. Peterson, John Kelly, Andrew Gerard and Henry A. Hoover.

Hewett & Conner of Arlington, S. D., are planning the erection of a line of elevators at Nunda, Sinai, Badger, Norden and Hatli. This will give the firm seven elevators. Work will be started at once on the Nunda plant first and the others after.

K. N. Knudtson is president of the newly incorporated Farmers' Elevator Co. at Booge, S. D. The capitalization is \$25,000. Ole Eltreim is secretary and I. D. Eltreim, treasurer. The president and treasurer are members of the building committee.

Recently the Park River Farmers' Elevator Co. of Park River, N. D., purchased the "PV" Elevator there and will secure possession on August 1. Thomas Johnson is president of the company; Duncan White, vice-president, and D. S. MacKay, secretary.

E. S. Derr of Mitchell, S. D., is establishing a line of grain elevators on the reservation west of Chamberlain. He is erecting 20,000-bushel elevators at Presho, Reliance and Kennebec and proposes to build one in each new town to be established further west.

The two independent elevators at Tagus, N. D., are things of the past, a deal having been consummated whereby the St. Anthony & Dakota Elevator Co. becomes the owner of the Catlin Elevator and the Sullivan Elevator Co. becomes owner of the M. C. Egan Elevator. M. Catlin will retire from the elevator business entirely, but Mr. Egan will



have charge of the Egan Elevator until September 1, when the Sullivan people are given possession.

Articles of incorporation have been granted the Farmers' Elevator Co. of Tioga, N. D. It is capitalized at \$8,000. Some of the stockholders are M. I. Whitmer, G. E. Larson, Emil Glans, J. C. Adams and Andrew Strom.

The St. Anthony & Dakota Elevator at Lakota, N. D., has been closed until a number of improvements have been made. The building is to be moved back 74 feet from its foundation to allow for additional tracks. The other elevators will be moved also.

#### MISSOURI, KANSAS AND NEBRASKA.

A new elevator has been started at Rising City, Neb.

An elevator is promised for Paola, Kan., in the near future.

Lafe Lee of Larned, Kan., has acquired A. H. Bartoo's grain business.

C. S. Hunter has sold his elevator at Rock Creek, Kan., to Henry Schaffert.

The Sarbach Grain Co. is erecting a \$20,000 grain elevator at Delia, Kan.

A Mr. Furgeson is starting the erection of an elevator at Harrisburg, Neb.

The H. L. Strong Grain Co. of Chetapa, Kan., is reported to be in the hands of a receiver.

J. Warren Kiefer has disposed of his grain business at Superior, Neb., to Elliott & Meyers.

J. M. Sewell & Co. have sold their grain business at Trenton, Neb., to H. C. Benedict & Co.

A 25,000-bushel elevator will be erected by the Farmers' Co-operative Elevator Co. at Farwell, Neb.

W. H. Haun has succeeded Haun & Trice in the ownership of the elevator at Medicine Lodge, Kan.

A farmers' elevator is to be built on the Missouri Pacific railroad at Kiowa, Kan. About \$2,000 has been subscribed.

An elevator building costing \$3,100 is now being erected at Kinsley, Kan., by the Garfield Co-operative Association.

A Mr. Snyder, proprietor of a flour and feed store at Harrisburg, Neb., has secured an elevator site and will build at once.

A new foundation is being placed under the Baker Crowel Grain Co.'s elevator at Burr, Neb., and other improvements are being made.

Workmen are engaged in remodeling the elevator of the Blair mill at Atchison, Kan., from 40,000 bushels capacity to 60,000 bushels.

Incorporation papers have been granted the Russell Springs Lumber & Grain Co. at Russell Springs, Kan. It is capitalized at \$2,000.

J. F. Lukert of Sabetha, Kan., is remodeling his elevator, replacing his old power with an improved Witte Gasoline Engine, and installing other machinery.

The Kansas City Board of Trade raised about \$1,000 to fight the green bug. Prof. S. J. Hunter of the state university has been distributing the parasites.

The Lexington Mill & Elevator Co. of Lexington, Neb., is having the Nordyke & Marmon Co. install the machinery necessary for the enlargement of its plant.

The Lysle Mill Company is erecting another elevator near Farley, Kan. The plant is being built under the supervision of Engineer Peter Strauss and is to be known as Elevator "C."

Incorporation papers have been granted the Henry Lichtig Grain Company of Kansas City, Mo. It has a capitalization of \$10,000, controlled by Henry Lichtig, Henry Lustig, Edwin F. Weil and others.

Rosalie, a new town on the B. & M. and Great Northern between Lincoln, Neb., and Sioux City, Iowa, will soon have a third elevator. Frank B. Rhoda, John F. Piper and others are said to be interested.

Three youths of Neodesha, Kan., broke into Bauman's Elevator on May 17, and stole several dollars' worth of brass fittings from the engine room. Two of the lads were caught and committed to jail.

Extensive improvements are being made on the home Grain Co.'s elevator at Canton, Kan., of which John Sinclair is manager. A new concrete foundation has been laid and a pit made for the reception of a new gasoline engine.

The Nye-Schneider-Fowler Co. of Fremont, Neb., lately acquired controlling interest in the stock of the Central Granaries Co. of Lincoln, Neb. There will be no change in the forces of either company or their policies. The Central Granaries are all on the C. B. & Q., where it operates three terminal

elevators and fifty country stations in Nebraska and Kansas. It is an old established company.

A Mr. Goodwin of Alma has acquired the William Pollock Milling & Elevator Co.'s plant at Shackleford, Mo., and will operate it this summer.

Recently the Kansas Grain Co. sold its elevator at St. John, Kan., to the newly incorporated St. John Elevator Co. C. A. Brown is president of the company; John Toland, vice-president; G. W. Grandy, secretary; R. S. Shank, treasurer, and Nathan Harter, manager.

It is asserted the Union Pacific has refused the Farmers' Elevator Company a site at Alda, Neb. The railroad commission has been appealed to. The company has an authorized capitalization of \$6,000. The incorporators are William Searson, William O. Baylor, Albert J. Filsinger and Ira Gibson.

#### MINNESOTA AND WISCONSIN.

John McGlin is erecting a new elevator at Edgerton, Minn.

Two elevators are to be built at once at Bellingham, Minn.

A farmers' elevator company is being organized at Hadley, Minn.

Ole Christianson is rebuilding his elevator and mill at Bloomer, Wis.

The Farmers' Elevator Co. of Balaton, Minn., is adding onto its plant.

Work on the new elevator at Freeborn, Minn., is progressing rapidly.

The Interstate Elevator is looming up in great shape at Bellingham, Minn.

The Hunting Elevator Co. is about to erect an elevator at Matawan, Minn.

Bingham Bros'. Elevator at Comfrey, Minn., has closed down for the season.

J. W. Funk recently purchased the Plymouth Elevator at Glenwood, Minn.

The Farmers' Elevator Co. now has its plant at Ormsby, Minn., in operation.

An addition is to be built to the Farmers' Elevator Co.'s plant at Arco, Minn.

The Waubay (Minn.) Farmers' Elevator Co. has subscribed \$12,000 more for a lumber yard.

Finlay R. McQueen of Minneapolis recently patented a grain-unloading sink for elevators.

The opening of the new elevator at Blooming Prairie, Minn., is anticipated within a few days.

F. A. Pierce has succeeded Pierce Bros. in the elevator and grain business at Minneapolis, Minn.

An elevator is to be put up by the newly organized Farmers' Elevator Co., at Hancock, Minn.

The Farmers' Elevator Co. of Echo, Minn., is negotiating for the purchase of the Security Elevator.

Dan Sweeney is making a number of important improvements on his elevator at Green Isle, Minn.

Material for the new elevator the farmers are to build has arrived at Hendricks, Minn. It will cost \$6,000.

The Union Terminal Elevator Co. has succeeded the Minneapolis Union Elevator Co. at Minneapolis, Minn.

Sage Bros. of Currie, Minn., owners of a line of elevators in Minnesota, are about to erect a cleaning house at Kasota.

McCabe Bros. of Duluth, Minn., have acquired the Bemidji Elevator at Bemidji, Minn. A. A. Melges will act as manager.

The grain handlers of Superior, Wis., have organized and boast of having the first organization at the head of the lakes.

The elevator belonging to the Red Lake Falls and Crookston Milling Co., which burned at Benoit, Minn., will be rebuilt this summer.

The Peavey Elevator Co. of Minneapolis, which at one time owned 52 elevators on the line of the Omaha, have disposed of all but 10.

Charles Gamble, Frank Sheffield, K. E. Moe and Albert Anderson of Springfield, Minn., have bought out the Revere Elevator Co. of Revere, Minn.

Charles Gamble of Springfield, Minn., has recently come into possession of the Farmers' Elevator at Revere, Minn., in exchange for a farm.

The workmen have completed the addition to the Minnesota & Western Elevator at Cottonwood, Minn. It has a capacity of 12,000 bushels.

Charles H. Briggs has succeeded to the direction of the Howard Wheat and Flour Testing Laboratory at Minneapolis, founded by the late A. W. Howard.

Articles of incorporation have been taken out by the John P. Coffey Grain Co. of Luverne, Minn. The capital stock of the firm is \$75,000 and the officers are John P. Coffey, president and

treasurer, and Thomas McDermott, secretary. It is understood the company will take over Mr. Coffey's line of elevators.

A company has been organized under the style of the Belle Plaine Farmers' Co-operative Elevator Co. at Belle Plaine, Minn., with a capital stock of \$6,000.

Recently the Farmers' Elevator Co. of Grand Meadow, Minn., purchased the Ripple Elevator for \$2,500. About \$1,000 is to be put into machinery and repairs.

A new elevator is promised for Strip, Minn., this summer. The Hanson & Bartz Milling Co. will establish a warehouse there to accommodate the farmers.

Frederick A. Pierce has sold his interest in the grain firm at Minneapolis, Minn., heretofore conducted by himself and Frank A. Pierce, to the latter, who will continue in the business.

A number of improvements have been made in the St. John Grain Co.'s Elevator at Brewster, Minn. The office has been refloored and an addition to the flour house is being built.

Recently the Peavey Elevator at East Henderon, Minn., was closed and placed on the market. A. L. Stoner, who has had charge for twelve years, has severed his connection with the company.

The H. E. McEachron Co. of Wausau, Wis., contemplates building an elevator at Marathon City, Wis., and at Bonduel and Lindhurst both elevators and warehouses will be built. Additions to the company's elevators at Shawano, Belle Plaine and Birnamwood are also planned.

Articles of incorporation have been filed by the Sterling Elevator Co. of Minneapolis, Minn. The company is capitalized at \$200,000 by Daniel L. Raymond, John H. Riheldaffer and Edward Dodge. The company has purchased Elevator "H" from the Great Eastern Elevator Co. The elevator has a storage capacity of 1,050,000 bushels of grain. The new owners are well known grain men of the younger members of the Chamber of Commerce. The terms of the sale were kept private, but the property is valued at \$250,000. The plant will be operated in connection with the Acme Grain Company.

The headquarters of the Mutual Elevator Co. of Minneapolis, Minn., are to be transferred to Marshall by July 1. The company has stations at Porter, Taunton, Minnesota, Triumph and Ceylon, Minn., and Dolliver and Fenton, Iowa. Marshall is the distributing point. About \$15,000 is to be expended in building and repairing its plant at this point, which formerly was the Western Grain Warehouse. A two-story warehouse, 52x112 feet in size, is to be built, and handsome offices are to be apportioned off in this. E. I. Leland is general manager of the company and H. E. Regnier is local manager at Marshall.

#### OHIO, INDIANA AND MICHIGAN.

Recently the Silbert-Maddock Co. of Dana, Ind., leased its grain plant.

Ray Stafford has commenced building a grain elevator at Stone Station.

Goodrich Bros. will immediately rebuild their burned elevator at Durbin, Ind.

Workmen are rapidly finishing the Neill & Van Valer elevator at Jonesboro, Ind.

N. O. Davis of Forest, Ind., has lately acquired Nelson Walker's elevator at Avery, Ind.

The Kingston Grain Co. of Kingston, Mich., is a new corporation capitalized at \$12,000.

A number of improvements are being made by E. K. Sowash on his elevator at Middletown, Ind.

Caldwell, Barr & Co. of Earl Park, Ind., are planning to build a branch elevator on the Indiana Harbor.

The Whitmore Grain Co. of Grabill, Ind., will build a \$7,000 flour mill to operate in conjunction with its elevator.

H. E. Botsford & Co., grain dealers at Detroit, Mich., have incorporated their business with a capital stock of \$10,000.

Jesse D. Paxson of Salem, Ohio, has disposed of his interests in the W. D. Satterthwaite Co., a grain firm of that city.

Articles of incorporation have been secured by the Independent Elevator Co. of Ithaca, Mich., which is capitalized at \$15,000.

Sheets Bros. are building a grain elevator at Wapakoneta—the fifth of their string. Eugene McCullough is to be manager.

The Silverwood Elevator Co. has been incorporated at Silverwood, Mich., with a capitalization of \$8,000. Half of the capital stock is paid in.

James W. Sale has retired from the grain firm of Studabaker-Sale & Co. of Bluffton, Ind., after thirty-three years of active business, first as an



employe and later as a partner. The firm name was changed June 1 to read John Studabaker & Son.

Straus Bros. & Co., of Ligonier, Ind., recently purchased the grain elevator of Travis, Emrich & Co., at Peabody Station, near Columbia City, Ind.

Anthony J. Heile and others doing business at Cincinnati, Ohio, as Henry Heile & Sons have disposed of their elevator property to the Cincinnati Grain Co.

A new foundation is to be constructed beneath the Kent Elevator at Kentland, Ind., and others improvements are to be made, including the installation of new machinery.

Charles Seaward has purchased A. E. Betts' Elevator at Galveston, Ind. Mr. Betts, who resides at Frankfort, will go to Forest, where he will manage his father's elevator.

The Business Men's Association of Saranac, Mich., is determined to secure a new grain elevator for the town. Negotiations have already been opened with interested parties.

Job Hablen of Azalia, Ind., has placed an order with the Nordyke & Marmon Co. of Indianapolis, Ind., for the machines and materials for his large elevator and transfer house.

The Melrose Milling Co., of Evansville, Ind., has purchased the Princeton (Ind.) Elevator Co.'s plants and equipment at Princeton, McGary, Ft. Branch and Francisco, for the consideration of \$13,000.

Owing to failing health, R. A. Shepard has sold his interests in the elevator at McComb, Ohio, to his partner, Mr. McIlrenney. Mr. Shepard will leave shortly for a western trip, accompanied by Mrs. Shepard.

Six freight cars were recently purchased by the Stockbridge Elevator Co. of Jackson, Mich. The cars are 30-footers and have a capacity of 80,000 pounds. They will be used in transporting grain within the state.

The Alma Grain & Lumber Co. of Alma, Mich., was recently incorporated with a capitalization of \$100,000 for the purpose of taking over the flouring mill and elevator. The officers of the company are as follows: Geo. Young of Alma, president; W. T. Naldrett of Ithaca, vice-president; H. McCormack of Ithaca, secretary; L. A. Sharp of Alma, treasurer.

Nathan & Levy, an elevator firm of Fort Wayne, Ind., has recently been organized by Julius Nathan of Fort Wayne and Ben Levy of Archibald, Ohio. They recently built elevators at Baldwin and Tillman, Ind., and on June 1 contracted for the purchase of the Travis-Ernich Company's elevators in New Haven, Gar Creek, Peabody, Dawkins and Thurman, all within a radius of a few miles of Fort Wayne. This morning the new firm took possession of this chain of seven elevators.

#### CANADIAN.

A fifth elevator is to be built at Caron, Sask.

Work on the Ellison Elevator at Lethbridge is being pushed.

Two new elevators are to be erected at Osage, Man., this season.

A 60,000-bushel elevator is to be built at Nanton, Alta., by the Society of Equity.

It is said the British-American ("Pv.") Elevator Co. will build an elevator at Markaroff, Man.

A company has been capitalized at \$40,000 in Battleford, Sask., to erect a flour mill and elevator.

The 65,000-bushel Farmers' Elevator at Hartney, Man., was offered for sale at auction on June 5.

At Lumsden, Sask., the Hall Elevator Co. is increasing the capacity of its plant to 100,000 bushels.

Messrs. Perrizo of Hancock, Minn., have commenced work on a 30,000-bushel elevator at Roblin, Man.

William Parker has disposed of his grain elevator at Vegreville, Sask., to the Saskatchewan Grain Co.

An elevator is being erected by the Imperial Elevator Co. at Drinkwater, Sask., making the third for the town.

The elevator at Yorkton, Sask., which collapsed recently is to be repaired at once. All the grain spilled was saved.

Because the freight blockade has held up much of the material, the great elevator being built at Port Colborne by the Canadian government is being greatly delayed. It is expected to complete the plant this season, however.

Articles of incorporation have been granted the Franklin Realty and Trading Co., capitalized at \$90,000, with offices at Nokomis, Sask. It is proposed to operate grain elevators among other

businesses. A. L. Lockerby, T. H. Flett, G. C. Bowie of Montreal, S. A. Beman and G. C. Allison of Malone, N. Y., are the directors.

Recently the Kirby-Darling Co. of Winnipeg, Man., was incorporated as an elevator company. The firm is capitalized at \$200,000.

The workmen have about completed the rebuilding of the North Star Co.'s Elevator at Abernathy, Sask., which was burned down last March.

The Canadian Society of Equity will build a 40,000-bushel elevator at Cayley, Alta., and also will construct elevators at Stanley and Parkland, Alta.

The International Elevator Co.'s building at Grissold, Man., bursted a short time since and some 5,000 bushels of wheat were spilled over the tracks.

About 4,000 bushels of corn, rye and barley were consumed in a fire which destroyed the elevator and distillery of the H. Corby Co. at Belleville, Ont., last month.

The Alberta-Pacific Elevator Co. is preparing to erect a terminal elevator of large capacity at Calgary, Alta., to serve as the concentrating plant for its line of forty elevators.

T. Meredith & Co. have incorporated with a capital stock of \$1,000,000 at Winnipeg, Man., to carry on a business including the construction and operation of grain elevators and flour mills. T. Meredith, W. W. Fraser, M. J. Annington, J. H. Nelson and H. A. Robson of Winnipeg are interested.

Beginning on June 10, the Canadian Pacific railroad company replaced the steam plants in its five elevators at Fort William, Ont., with up-to-date electric plants. The Consolidated Elevator Co. has also provided electricity for its driving power, the current being supplied by the power plant at Kakaheka Falls, Ont.

The National Canada Land Co., incorporated at Winnipeg, Man., will operate grain elevators and flour mills. The corporation is capitalized at \$100,000. Among those interested are Hon. P. Jansen of Jansen, Neb.; J. P. Jansen, C. J. Clasen, T. L. Metcalfe, E. E. Sharpe, Winnipeg. The capitalization is given as \$100,000.

A fleet of twelve floating grain elevators of the most modern type have been ordered for use in the harbor at Montreal, Que. Up to the present this work has been in the hands of the Montreal Warehousing Co., but now the Harbor Commissioners are taking it up and intend developing the use of the big elevator there.

The Montreal Harbor Commissioners have passed the following by-law: "No floating elevator shall be moved within the limits of the harbor under her own steam, without having on board a captain holding a master's minor waters certificate, and an engineer holding a third-class engineer's certificate." This by-law has been approved by an order-in-council.

#### WESTERN.

A new elevator is to be built at Conrad, Mont., this summer.

G. W. Ford of Spokane, Wash., has been succeeded in business by the Ford Grain Co.

The Tacoma Grain Co. will increase the daily capacity of its mills at Tacoma, Wash., from 2,000 to 4,000 barrels.

Smith & Titus Bros. have leased a building at Truckee, Cal., which they are converting into a grain warehouse and will deal in grain, etc., in the future.

Harry Schaefer of Spokane and B. F. Owley of Colfax, who represent the Kerr-Gifford Co. of Portland, Ore., have leased a tract of land from the Northern Pacific R. R. at Colton, Wash., and will erect a commodious grain warehouse.

It is learned the Everett Grain & Warehouse Co. is razing its warehouse at Harrington, Wash., and will erect another 60x152 feet in size. The building is to join onto the Seattle Grain Co.'s warehouse, which will make a grain warehouse 60x453 feet in dimensions, one of the largest in that country.

The old Gallatin County Farmers' Alliance, a branch of the Society of Equity, in the vicinity of Bozeman, Mont., has raised \$50,000 for the purpose of taking over the Farmers' and Merchants' Elevator on June 16. A reinforced concrete elevator will be erected this season on block 1 of Caldwell's addition to Belgrade. This structure, which will be the first of its kind in the Northwest, will be planned at the start to hold 100,000 bushels of grain and capable easily of enlargement.

The elevators of Nashville, Tenn., Hess-dried over 3,000 cars of corn during the past winter and early spring, most of which would have been lost to the owners but for the terminal facilities at Nashville.

## COMMISSION

Jud Nichols, formerly of Sodus, Ill., is representing Ware & Leland of Chicago, Ill., in Illinois territory.

The Hannington Grain Co. has succeeded Hannington & Binkley in the grain commission business at Wichita, Kan.

Douglas Bradley, vice-president of the Hardy Grain Co., St. Louis, Mo., has retired to engage in the real estate business.

Pierce Bros., commission merchants at Minneapolis and Duluth, have dissolved partnership, Frank A. Pierce continuing.

S. W. Yantis of Buffalo, N. Y., left that city about June 1 with his wife for a trip to the Jamestown exposition and points in the South.

Dudley M. Irwin, the barley merchant of Buffalo, N. Y., returned home the early part of June from a two-weeks' fishing trip in the Adirondacks.

John Wynne of the firm of Carson, Craig & Co., Detroit, Mich., spent the greater part of May on the Pacific Coast looking after mining interests.

Joseph F. Lamy, who has been secretary of the Hardy Grain Co., St. Louis, Mo., has taken a position with the Gardner-Paddelford Commission Co. of Chicago.

Albert Hughes, formerly with the Lackawanna Mill & Elevator Co. of Buffalo, N. Y., has associated himself with Dumont, Roberts & Co. of Detroit, Mich.

D. Howard Lipsey, recently with Requa Brothers, Chicago, has associated himself with Sam Finney, Board of Trade Building, Chicago, and will have charge of the firm's shipping department.

M. G. Ewer has resigned as secretary of the Michigan Grain Dealers' Association and has engaged in general grain and shipping business. He has offices in the Tolsma Building of Detroit, Mich.

W. B. Mohler, grain commission, Minneapolis, has assigned, and G. A. Morris has been appointed receiver. The liabilities are estimated at \$10,000. Mr. Mohler has been a member of the Minneapolis Chamber of Commerce for over twenty years.

The old firm of Jas. P. McAlister & Co. of Columbus, Ohio, has been re-enforced by the addition of a new member in the person of Edward Stritmatter, who was admitted into the firm June 1. The business will be carried on as heretofore under the old firm name of Jas. P. McAlister & Co.

Frank McLaren, manager at Winnipeg for the Van Dusen-Harrington Co., was presented with a cabinet of cutlery by the members of the Winnipeg Grain Exchange on the eve of his departure for Granby, Que., where he was married to Miss Ida McDonald on June 5. The presentation speech was made by John Fleming, vice-president of the Exchange.

#### THE FUTURE AT MONTREAL.

It seems that the Harbor Commissioners are determined to have everything up to date and will build a fleet of twelve floating elevators of the latest design, as the present fleet of the Montreal Elevator Co. is not considered adequate to meet the requirements of the port. This company is a pretty wealthy corporation and is as well able to replace its floating elevators with up-to-date ones as the Harbor Commission is to purchase new ones, and the time is coming when the two fleets will be needed to attend to the unloading of grain from river craft and reloading it into ocean vessels. And when the Georgian Bay waterway is constructed the two fleets above referred to will not be equal to requirements. The idea of the New York Sun that Fort William, Duluth and Chicago will be made ocean ports when the Georgian Bay Canal is completed, and that grain and other produce will be shipped from the upper lake ports through to their European destination without breaking bulk is an erroneous one, as the big lake carriers are not built for the more dangerous ocean voyage. But supposing for argument's sake that eventually cargoes were shipped through without breaking bulk, is it supposed that Montreal firms would not do the great bulk of the export trade? Apart from that even, what should be considered first and foremost is the vast benefit that Canada as a whole would derive from the building of the deep waterway, although with the big increase in exports and imports which would ensue from this great highway of trade and commerce between Canada and Europe, it is impossible to conceive that Montreal would not be an immense gainer as well as the whole Dominion.—Montreal Trade Bulletin.



## THE EXCHANGES

A Chicago Board of Trade membership sold recently at \$3,000 net to the buyer.

A bid of \$2,500 was recently made for a membership on the Kansas City Board of Trade, an advance of \$400 within a week.

Grain and cotton men of Ft. Worth, Texas, are behind a movement to establish a board of trade in that city, with a view to complying with the new bucket-shop law of the state.

George S. Bridge, W. H. Moorhead, J. B. Carter and G. S. Blakeslee have been appointed delegates from the Chicago Board of Trade to the National Hay Convention at Niagara Falls, July 16, 17 and 18.

Members of the Chicago Board of Trade have adopted an amendment to the rules providing for a call on wheat and rye similar to that held on coarse grains, to be held immediately after the close of business each day.

President Bennett of the Cincinnati Chamber of Commerce has appointed August Ferger and A. C. Gale to represent the Chamber at the Second Uniform Grade Congress, to be held at Chicago Monday, June 20, under the auspices of the Grain Dealers' National Association.

It is announced that the Duluth market will close hereafter at or near the last trading prices, instead of on the call as heretofore. It should be understood, however, that the closing price hereafter is merely a settlement price and the actual trading price may be  $\frac{1}{4}$  or more away.

The grain and produce committee of the Little Rock Board of Trade has asked the Merchants' Freight Bureau to join in a movement to test the constitutionality of the Barker demurrage law. This law was passed by the present legislature, and it is claimed that under it the consignee has no redress.

The following committees of the Buffalo Corn Exchange have been appointed: Arbitration—Geo. P. Urban Jr., D. M. Irwin and F. F. Henry. Grain—R. E. Pratt, T. J. Stofer, H. T. Burns, G. F. Booth and A. C. Palmer. Inspection and Weighing—S. M. Ratcliffe, S. W. Yantis, L. S. Churchill, F. E. Ogden and A. B. Black.

President Wm. T. Anderson of the Norfolk Board of Trade has been empowered by the directors to appoint a standing committee to be composed of members of the old Norfolk Hay and Grain Association, recently merged with the Board of Trade. The committee will look after the interests of the grain dealers exclusively.

Edward F. Dennis, assistant inspector, will represent the Cincinnati Chamber of Commerce at the annual meeting of the National Hay Association, to be held at Niagara Falls, July 16, 17 and 18. He will send to the convention samples of hay illustrating the grading which governs inspection in the Cincinnati market.

Several firms, including the H. L. Halliday Milling Co., C. M. Howe & Bro., M. J. Pink & Co., Thistlewood & Co., Samuel Hastings Co., Redman-Magee Co., Bartlett, Frazier & Carrington, and the Cairo Milling Co., have opened trading rooms at Cairo, Ill., and will receive quotations from the Chicago Board of Trade over Bartlett, Frazier & Co.'s wire.

A committee composed of the following gentlemen: Walter W. Walton, chairman; Edmund E. Delp and John Kilpatrick has been appointed by the Philadelphia Commercial Exchange to confer with the railroads in regard to a diverting charge of \$2 per car on grain that has recently been put in effect. The charge applies to cars that are diverted after they reach a junction.

Louis T. Jamme, who left the railroad field to become secretary of the Millers' National Federation, later becoming secretary and registrar of the Minneapolis Chamber of Commerce, has again become identified with the railway interests, having accepted the office of vice-president and general manager of the Chicago Transfer & Clearing Co. John G. McHugh, formerly a director of the Winnipeg Grain Exchange, succeeds Mr. Jamme at Minneapolis.

De Leon C. Hoffman, a Chicago Board of Trade operator, has been awarded damages of \$3,500 against each of the firms of Marfield, Tearse & Noyes and Rumsey & Co., because of illegal arrest. The award was made by Luther Lafin Mills, chosen as arbiter, with the understanding that his decision should be final. Hoffman was arrested when checks given by him were not honored at the bank, and thirty cars of corn belonging to him were seized and held for several days. His temporary embarrassment was caused by the failure of bills

of lading to arrive. The proceedings were dismissed and his civil action followed.

A prominent member of the Grain Exchange of Richmond, Va., has started a movement looking to the formation of a corporation to look after the interests of shippers and receivers in Virginia. It is proposed to employ an attorney whose exclusive duty it shall be to receive complaints and prosecute claims for demurrage against the Virginia Car Service Association. The arbitrary treatment accorded shippers by the head of the car service bureau is said to be costing them thousands of dollars weekly, and it is claimed that if but a part of this were saved to the shippers the employment of an attorney would be profitable.

The board of arbitration of the Milwaukee Chamber of Commerce has ruled that in sales of feeding stuffs, such as mill feed, brewers' grains, hominy, feed, etc., the implied contract is that the seller must deliver goods in such condition that they can be shipped to any point in the United States and arrive sweet and sound. The ruling was made in a case in which a carload of dried brewers' grain was sold by a Milwaukee manufacturer to a local shipper and sent east by the latter. It arrived out of condition, but the manufacturer claimed he was not responsible for the goods after they left Milwaukee. The arbitration committee thought otherwise, and awarded the shipper damages.

## THE GOVERNMENT'S ATTITUDE TOWARD GRAIN INSPECTION.

Senator Piles of Washington recently made enquiry of the Secretary of Agriculture in regard to the federal grain inspection laboratories and their ultimate object and purpose; in reply to which he received a letter fully detailing the Department's plans in reference to grain inspection, from which the following extracts are taken:

"Recognizing the necessity for some definite and authentic facts as to the condition of grain arriving at European ports when shipped from this country, I had one of our experts detailed abroad. During the winter and spring of 1905-6 this expert spent four months at the most important grain importing ports of Great Britain and continental Europe, talking with grain dealers of the places visited, taking samples from the incoming cargoes and analyzing these samples for moisture and damaged kernels. Principal attention was given to corn, as it is concerning this grain that complaints have been most frequent.

"Thirty-five steamers, containing approximately 124,826 tons of corn from seven of the principal Atlantic and Gulf ports of the United States, were personally inspected. More than 12 per cent of this corn on arrival at European ports was found to be in damaged condition, unfit for stock and feeding purposes. Of 52,450 tons of corn, contained in eighteen steamers from the same ports, which the expert was unable to personally inspect but concerning which reports were made to him by disinterested individuals, more than 40 per cent was said to be damaged, the commercial value of the corn being reduced 14 cents per bushel in some cases. In addition to these cargoes many thousands of tons were seen in storage at various points which had landed in passable condition, but in which prevention of deterioration was impossible; and much grain was also reported which had deteriorated on being transshipped to inland places. A detailed report was submitted by the department's expert on thirty-seven cargoes of corn, showing for each of the 142 representative samples taken the percentage of colored grains, damaged grains, broken grains, foreign material, moisture, and weight per 100 grains. This data is of much value in determining the effect of methods of inspecting and handling the grain previous to loading on our side of the water, which is of great importance because, as you know, many complaints have been made of the arrival of our grain in bad condition at European ports. We are still continuing this work with a view of securing further evidence as to the kind of inspection that is being made at the different ports, and the effect of handling on the grain itself."

Having described the work of the laboratories at Baltimore and New Orleans, the Secretary continues:

"It is not practicable at present to correlate the percentage factors above referred to with existing grades. For the present, therefore, no attempt will be made by the laboratories to define existing commercial grades any further than is indicated by the statement of the actual condition of the grain on a percentage basis. Representatives of the department are actively engaged in these laboratories in the examination of grain, and are working in harmony and cooperation with the boards of trade and inspectors of the respective places. Through this co-operation the department

is able to secure quickly and easily samples of any grain handled at these ports. In fact, at both ports the chief grain inspectors have signified their willingness to submit samples of all cargoes of grain for export. These samples will be analyzed by the experts in charge of the laboratories and a copy of the report of each analysis will be forwarded to the department. As soon as the report is received here of a cargo bound for London, the representative of the department at London will be notified of the shipment and instructed to examine and report upon the condition of the grain on arrival. In this way the department expects to secure definite data which will enable it to determine the cause of deterioration of grain in ocean transit and the maximum amount of moisture which grain can contain at the port of export and yet be expected to reach its destination abroad in good condition.

"Recognizing the fact that the first fundamental requisite is to develop some system whereby uniformity of grain grading would be practicable, efforts have been put forth by the department to secure data that would enable us to bring this about. As you know, one of the great difficulties now is lack of uniformity in methods of inspection and grading. This very lack of uniformity gives opportunities for all sorts of manipulation by interested parties. From the outset, it has seemed to the department absolutely essential to develop some system whereby the grading of grain could be standardized, or, in other words, reduced to a percentage basis. The question of moisture is an important one and is now determined largely by the judgment of the inspector. Our first efforts at improvement have been in the direction of securing a rapid and accurate method of determining the moisture content of grain in a mathematical way."

The Secretary then describes the moisture testing apparatus with which the reader is doubtless familiar through its recent description in these columns; and continues:

"The other important factors, relating to color, quantity of foreign material, etc., are all points that can be reduced to a percentage basis. It is believed that the work in the laboratories established will enable the department to rapidly determine what should constitute true grades on the basis indicated. A full season's work, of course, will be required to bring out these points, and up to the present time the work, as already indicated, has been progressing very satisfactorily.

"In order that the department might be in possession of all available facts in reference to the methods of handling and grading grain in different parts of the country, a special officer was detailed last summer to investigate the handling of grains at certain of our principal grain centers. This officer visited Chicago, Milwaukee, Superior, Duluth, Minneapolis and St. Paul, talked with officers of the grain inspection and weighing departments and with members of the commercial bodies dealing in grain, saw the inspection on the tracks and at the elevators, and generally secured all the information available relative to the inspection, grading and handling of grain at the places mentioned. In his report he states that his general impression was that while the inspection departments at the cities visited are endeavoring to render good service, their methods are defective; that there is an entire lack of uniformity in grades and methods of grading; and that to an outsider it appears to be a manifest physical impossibility for an inspector to climb up the side of from fifty to 300 cars per day, in all kinds of weather, and by sight, touch and smell determine in a few seconds the correct grade of a carload of grain. He reports that as a rule the grain dealers are unanimous in the opinion that uniform grades are neither practicable nor desirable; that the heads of inspection departments, who are political appointees and receive relatively high salaries, express the belief that while uniform grades are desirable they are impracticable owing to different local conditions; while the inspectors on the tracks and at the elevators, the men who actually do the work of inspecting and grading, are equally unanimous in the opinion that uniform grading is not only desirable but is entirely practicable. \* \* \*

"I am gratified at the interest you are taking in this subject; and I want to say that I fully appreciate the injustice to many of our people which results from the present very imperfect system. Not only is there injustice to our people at home, but our foreign markets are being threatened by the way in which grains are being sent abroad. To remedy all these difficulties is, as you are aware, no easy task; for the root of many of them extends into the very heart of our methods of grading, handling and disposing of farm products. It seems to me that the very first thing to do is to work as rapidly as possible in the direction of establishing standards; for until we have standards



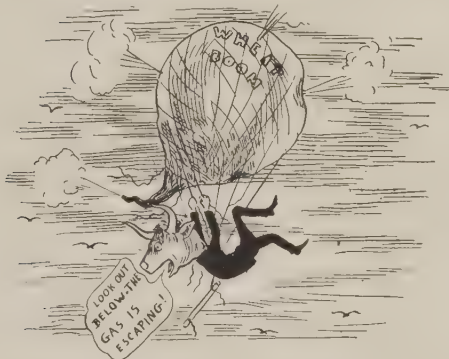
which the government can support as right and proper there can be no uniformity of inspection or grading. If we were in a position to-day to say what the standards for our cereals should be, federal control of grain grading and inspection would be an accomplished fact. The Government could establish these standards and see to it that they were properly carried out in all interstate and foreign commerce.

"It would be a material advantage to extend the work already inaugurated in our two laboratories to several other points, especially in the interior. The work of such laboratories would, in my judgment, rapidly crystallize methods, and point the way to removing many of the troubles and difficulties that exist to-day. The quickest and best way to determine what the actual standards shall be is to get into actual contact with commercial work and develop these standards, as already indicated, on a percentage basis."

### ZAHM'S BULL.



He Just Eats 'Em Alive.  
(He didn't to-day, tho'.)  
Who'll get "roasted" next week?—May 18.



The Bull seems to be losing his nerve as well as "gas," but he may recover both by Monday; who knows?—June 1.



Snow's Report did not help the Bull. Will that of the Government?

Snow's Report early in the week gave the condition of winter wheat at 75.2, and the total winter and spring wheat crop at 600 million, which is about 135 million less than last year.—June 8.—Zahm's Red Letters.

The grain committee of the Louisville Board of Trade has decided to make no change in the standards of grains which were adopted last year. The committee renominated M. L. Satterwhite as chief grain inspector, and he has been re-elected by the board of directors. Mr. Satterwhite has been in the position which he holds for many years, and has become a tradition. He has served for about twenty-five years.

## COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

### Under the "Junkin Act."

The Supreme Court of Nebraska, in the case of State vs. Omaha Elevator Company, 110 Northwestern Reporter, 874, holds that, in an action under the statute commonly called the "Junkin Act," to obtain an injunction restraining violations of the act, the court is not authorized, in the first instance, to declare a forfeiture of the charters of corporations found to have violated the act.

The allowance by railroad companies of certain charges as elevator charges to terminal elevators on shipments of grain from points in Nebraska to points without the state is an incident of interstate commerce, and this court has no jurisdiction to limit or control the same.

Again, the court says that there is, of course, no presumption in law that one who has committed a crime will commit another crime if he has opportunity; that is, no such presumption could be used against him upon a trial for the second crime.

The defendants had for several years been engaged in a course of conduct which was made unlawful by the act, which took effect July 1, 1905. They made use of an association which they formed to further and carry out a design made unlawful by this act. By the terms of their agreement in forming this association they were to continue as its members and assist in those methods until certain things specified in their agreement were done by them to terminate their connection with the association. Under these circumstances it devolved upon them to affirmatively show that they had done those things necessary to terminate their connection with the association; and there was no necessity for the interposition of the court, in the method pointed out by the act itself, to prevent a continuance of those things which the act made unlawful.

In the absence of evidence showing affirmatively that they had taken the necessary steps to sever their connection with the association before or at the time the act took effect, the presumption would obtain against them that this action, brought soon after the act took effect, to enjoin a continuation of the association and restrain the defendants from carrying out its purposes, was necessary and proper for the enforcement of the act.

### Interstate Commerce Commission Decisions.

In the matter of allowances to elevators by the Union Pacific Railroad Company, on rehearing on the petition of the Chicago Great Western Railway Company and others, the Interstate Commerce Commission holds:

1. Elevation is defined as unloading grain from cars or grain-carrying vessels into a grain elevator and loading it out again after a period of not to exceed ten days. It does not include treatment, or grading, cleaning and clipping of grain; and retention in an elevator beyond ten days becomes storage and is not a part of the service of elevation as that word is used in the statute.

2. The law clearly recognizes elevation as a facility which the carrier may provide; and this authorizes the carrier to grant grain elevation at destination or while the traffic is in transit, subject only to the restriction imposed by the act, that elevation, like any other service offered by the carrier to shippers, must be open to all on equal and reasonable terms.

3. Since a carrier subject to the act to regulate commerce is entitled to provide elevation for grain shipments, such carrier may either construct and operate the elevator itself or furnish elevation by arrangement with the owner of an elevator; and the amount of compensation paid by the carrier to the owner of an elevator rendering the service is of no concern to shippers or to other carriers, unless it operates to affect the rates charged by the carrier upon the grain traffic or by some device a portion of the allowance is returned to shippers and thus becomes a rebate.

4. An allowance made to a shipper of grain who furnishes elevation service under an arrangement with a carrier is a rebate and an unlawful discrimination when it involves a profit over and above the actual cost to such shipper of the service rendered. It is not a rebate when the allowance does not so exceed the actual cost. The arrangement between the Union Pacific

Railroad Company and the Peavey Elevators at Council Bluffs and Kansas City is not in itself unlawful. But the allowance of 1½ cents per 100 pounds paid by the Railroad Company to the elevators controlled by the Peavey interests, who are large shippers of grain and own practically all the grain going into the elevators, is in excess of the actual cost of the service and is a rebate and therefore unlawful. Ordered, That such allowance be reduced and shall not exceed three-fourths of a cent per 100 pounds.

And in City Council of Atchison, Kansas, vs. Missouri Pacific Railway Company, Chicago, Burlington & Quincy Railway Company, and Atchison, Topeka & Santa Fe Railway Company, it is said: Defendants grant certain allowances, or free services, in the elevation, transfer, mixing, cleaning and other handling of grain at Kansas City, Mo., Argentine, Leavenworth and Kansas City, Kan., which are withheld by them at Atchison, Kan., to which point they have established the same rates as those in force at said other cities. Held, That such practice is unlawful, and that defendants should not furnish at Kansas City, Mo., Kansas City, Leavenworth or Argentine, Kan., elevator allowances or other free services in connection with the elevation, transfer, mixing, cleaning, clipping, drying, weighing, storage, loading out or shipment of grain, which are not at the same time granted in like or equivalent service or allowance to the same degree and extent at Atchison.

The Commerce Commission, on June 7, in deciding the case of Eber De Cou of Pemberton, N. J., against the Pennsylvania Railroad Co. and Pittsburgh, Cincinnati, Chicago & St. Louis Railway Co., held that the present through rate on flour, grain and feed per 100 pounds from Chicago to Pemberton, as compared with the rate to Mount Holly, N. J., is excessive and subjects the complainant and the town of Pemberton to unreasonable prejudice and disadvantage. The Commission suggests that the through rate from Chicago to Pemberton should not exceed the New York rate, plus two cents per 100 pounds, and should not be at any time more than two cents above the rate to Mount Holly.

The Commission on the same day held that the reconignment charge of \$2 a car was not excessive, unjust or unreasonable as applied by the railroads at Kansas City on shipments of grain through Kansas City to other markets. The Commission held that the reconignment privilege was wholly in the interest of the grain dealers. The complaint was filed by the Board of Trade of Kansas City.

### ARBITRATION DECISION.

The following award has been made by the arbitration committee of the Grain Dealers' National Association:

Louis Muller Co., Baltimore, Md., vs. Seeds Grain Co., Columbus, Ohio. March 5, 1906, plaintiff bought from defendant, 5,000 bushels of mixed corn, shipment 30 days, at 46¼ Baltimore, March 9, 1906, 5,000 bushels of mixed corn, shipment 30 days, at 46¼ Baltimore. All of this corn was shipped and applied on contract, excepting 3,122.38 bushels, which was bought in for account of defendant on May 4, 1906, at a loss of \$285.04.

There is no dispute as to quality or quantity; but failure to complete contracts made purchase necessary, and the dispute over day settlement was adjusted and loss proven, and whether date of expiration of contract, April 7, is to be the guide for settlement, or May 4, on which day loss was shown.

On April 16, 1906, defendant wired: "Extend time 30 days on balance our contract of March 8. See letter." Message received by plaintiff on April 7, as shown by reply April 7, where time was not extended 30 days but 10 days. Defendant acknowledged receipt of this, April 10, by declining 10 days but again asking by letter for an extension of 30 days, which was granted, by letter, April 12. There apparently seemed to be no difference up to this time, as no objection to extension was noted, and was further evidenced by changing method from wiring, at the opening of negotiations, to completing it by correspondence. This certainly shows that the contract was not to be closed April 7, 1906.

April 27, 1906, plaintiff wrote to defendant calling his attention to the contract expiring April 30, 1906; and if not able to ship to prepare for cancellation of contract, and quoting value of this grade corn at 54 Baltimore. May 1, 1906, defendant wired, "Corn not shipped, we asked for an extension which was not granted. Should not settlement be made on original contract?" was answered by plaintiff, "Instruct regarding your April shipment corn. Do you want extension to May 10?" May 2, 1906, defendant wired, "At what difference will you adjust contract?" Answered



May 2, "3,000 bushels. May just sold here 56. Will cancel at this. Instant reply."

This was replied to by letter, May 2, 1906, wherein defendant denied any liability as to having accepted any extension of time, and insisting that "to settle the matter upon the basis of price when contract expired."

May 3, 1906, plaintiff wired: "Sell you corn in cancellation at 55½, or will extend time of shipment to May 10 without cost. Unless we receive reply will buy in corn at opening of market to-morrow."

May 4, 1906, plaintiff bought the corn at 55½ in cancellation, and so wired. This established the loss on the contract at

1,728 bushels mixed corn at 9½ cents difference, \$1.60; commission, ½, \$0.08 = \$1.68; 3,105.10 bushels mixed corn at 8½ cents difference, \$267.83; commission, ½, \$15.53 = \$283.36; total, \$285.04.

May 7, 1906, defendant remits \$101.18, he basing such on what market was April 7, 1906.

This leaves a balance due of \$183.86.

In their pleadings, however, they claim \$137.55 only, and is apparently a balance due on account that has not been regularly balanced; and as defendant has not objected to this amount, your committee are using \$137.55 as the amount in dispute.

Defendant has shown that he was aware that the contract was not closed on May 2, 1906, by his wire of that date, and further shows by letter, same date, by insisting that settlement revert back to April 7, when contract expired, yet April 10, 1906, he called for the 30-day extension, which was granted.

Our conclusion is that there is due the plaintiff \$137.55 by the defendant, which he should pay, and that the defendant pay the cost of arbitration

(Signed)

ADOLPH GERSTENBERG

W. T. McCRAVY,

C. B. JENKINS,

Committee of Arbitration.

Toledo, Ohio, March 25, 1907.

## VARIOUS IMPORTANT OPINIONS.

In various circulars issued by Secretary Wells of the Iowa Association during the past thirty days, we find the following opinions on legal matters of interest to the trade.

### GRAIN SHIPPING A MERCANTILE BUSINESS.

Circ. 10.—Is the grain shipping business of mercantile character or otherwise? The secretary of state of Iowa says, No; the courts say, Yes.

This department has held that the grain business is not of the same character as the mercantile business within the meaning of the statutes relating to corporations. However, I am unable to cite you any court decisions or other authority on this point.—W. C. HAYWARD, Secretary of State.

It is our opinion that the grain business is a mercantile business within the meaning of section 1637 of the code, and beg to cite the following cases in support of our conclusion. "Mercantile business," as used in act 1855, providing that no corporation shall engage in mercantile business, means the buying and selling of articles of merchandise as an employment, and implies operations conducted with a view of realizing profits which come from skillful purchase, barter, speculation and sale. (Graham vs. Hendrick, 22 Ann., 523, 24.) Merchandise includes the objects of commerce; whatever is usually bought and sold in trade or market or by merchants, wares, goods, commodities. (Heign vs. O'Conner, 15 S. W. (Texas), 414.) In the case of Southampton Steam Colliery vs. Clarke, L. R. 4 Exch. 73, an English case, flax was held to be merchandise. In Blackwood vs. Cutting Packing Company, 76 Cal. 212, a California case, fruit was held to be merchandise. In Kent vs. Liverpool Insurance Company, 89 Am. Dec. (Indiana), 463, it was held that men engaged in the business of purchasing grain and shipping it to other markets for sale, were "grain merchants." In the case of the Pacific Coast Warehouse, 123 Fed. Rep. 132, it was held that one operating a public warehouse, who merely received and stored grain for hire but did not buy or sell grain, was not engaged in a "mercantile pursuit," within the meaning of the federal bankrupt act. The discussion of the court, however, shows very clearly that if the warehouseman had bought and sold grain, the court would have held that he was engaged in a "mercantile pursuit." We believe that a still more extended search would reveal other cases sustaining our conclusion.—BAILY & STIPP.

### RECORD OF LEAKS IN TRANSIT.

Circ. 14.—The Interstate Commerce Commission has no jurisdiction in the matter of requiring railroad companies to make public record of leaky cars repaired in transit.

We have yours of the 23d February, enclosing

copy of resolution adopted at annual meeting of Iowa Association relative to repairing leaks in cars en route. It does not appear to me that this subject is one in which this Commission has jurisdiction. No question of transportation or rates or discrimination is involved. It is purely a case of claim for loss or damage to property in transit; and, speaking for myself, it seems that where such claims cannot be satisfactorily adjusted between the claimant and carrier, the civil courts are the proper resort.—E. E. CLARK, Commissioner.

## ELEVATOR ALLOWANCES.

Following is the dissenting opinion in the "allowances case," decided a month ago by the Commerce Commission, which reduced the allowance from 1¼c. to ¾c. The majority opinion was by Commissioner Harlan. This opinion is by Commissioner Clements:

"The somewhat complex Peavey interests herein involved I shall refer to as the Peavey Co., and further, for the sake of simplicity, will take Omaha as a typical point. The problem presented may then be stated in this form: The Peavey Co., grain buyer and elevator owner, purchases grain at country points, sends it over the Union Pacific Railroad to Omaha, where it is unloaded into the Peavey Elevator. The Peavey Co. pays the regular rate at Omaha, but the Union Pacific refunds 1¼ cents on each 100 pounds for unloading grain from the cars. Is the Union Pacific justified in giving this allowance to the Peavey Elevator?

"It was held by the Commission upon the original hearing that such an allowance, made under a special and secret contract between the Union Pacific and the Peavey Co., was legal. A motion for a rehearing was made by certain interested carriers, but before this rehearing was had the Union Pacific filed a tariff extending this allowance to all elevators at Omaha, Kansas City and certain other points. Under this tariff the allowance is made to grain "transferred by elevators." The sole defense of the Union Pacific is that the grain is in transit, and that transfer in transit is recognized by law as a part of transportation which a railroad may provide for, either by facilities of its own or by facilities which it otherwise procures.

"I can justify as legal neither the Peavey contract nor the published tariff, which extends the favor of the contract to a larger number of elevators. Both are discriminatory as against all shippers into Omaha excepting those who own elevators and who, for their own purposes as grain dealers, ship the grain to Omaha and there handle it, treat it and sell it. That this is so seems to me evident from the simplest statement of the facts. The Peavey Co. buys grain on the line of the Union Pacific and takes out bill of lading, giving St. Louis as its destination. Why it takes such billing no one can explain. It receives no better rate by reason of following this procedure. The St. Louis billing is, in fact, a sham. It serves no purpose save to give color to the pretense that the grain is on its way to St. Louis and is properly subject to transfer at Omaha. Mr. Munroe, traffic manager of the Union Pacific, testified that his road handles the grain on a local way bill to Omaha, and that upon delivery at Omaha the through bill of lading is absolutely retired. Omaha is the destination of the grain; not its point of ultimate consumption, perhaps, but its destination from an immediate transportation standpoint. Therefore, as it goes out of the possession of the railroad at Omaha and out of the control of any carrier, it seems to me conclusive that it is not transferred in transit.

"If then the service rendered is not transfer in transit, what may that service be called which the elevators perform? The prevailing opinion answers this question by calling it elevation, which it defines as unloading grain from cars into a grain elevator and loading it out again after a period of not to exceed ten days, which service, however, 'like any other service offered by the carriers to shippers, must be open to all on equal and reasonable terms.' To this admirable definition I take no exception, but its applicability to the facts of this case is not altogether clear. Neither the provisions of the tariff nor of the contract conform to this definition. The effect of the majority opinion is to legalize the secret contract with the Peavey Co. This contract certainly had nothing to do with a service 'open to all.'

"Other elevators at certain Union Pacific terminals are also now entitled to this unloading allowance, but the Union Pacific in none of its tariffs offers elevation to grain shippers. It owns no elevators at these points and it holds none under lease, nor does it have an arrangement with any elevator by which the farmer or the commission man or

the independent buyer may secure elevation of his grain when carried over Union Pacific rails. All that the Union Pacific has agreed to do, under the fairest construction of its tariffs, is to give to those grain shippers who are fortunate enough to control elevators at Omaha a refund of 1¼ cents per 100 pounds for unloading their own grain. The railroad pays the elevator man for unloading his cars, and does not pay the commission man or the miller. This is not what I would designate as an offer of elevation 'open to all on equal and reasonable terms.' A carrier may certainly provide for unloading 'if it does so for all shippers alike,' but that is precisely what, in my opinion, the Union Pacific does not undertake to do.

"The argument of the prevailing opinion may be thus illustrated: Armour buys a carload of dressed meat in the West and ships it to Omaha, where he places it in a refrigerator awaiting further disposition. Most of this meat is destined to be consumed elsewhere, but he holds it in Omaha as a distributing point and for treatment. Is he entitled to an allowance for putting it into his refrigerator? Or perhaps a more perfect illustration would be the purchase of a trainload of oranges in California which are shipped into Omaha and there taken out of the cars by the owner, sorted, cleaned and graded, and, we will assume, shipped eventually to such other markets as he may determine. Should the owner of these oranges, which come over the Union Pacific, receive a refund of a certain amount for unloading the cars at Omaha?

"If the Peavey Co. bought this grain for shipment directly to St. Louis and the railroad, for the purpose of relieving its equipment at Omaha, secured an elevator to make the transfer from its cars into those of another road I would think it proper that the cost of such actual transfer should be borne by the road, or perhaps be divided between the two roads interested, because the grain would be always within the control and possession of the carrier and the service rendered would be but a transportation service to which all shippers were equally entitled. There are no such facts, however, presented in this case. The billing is confessedly false, the shipment is local and the so-called transfer given is simply an incidental result of the ordinary prosecution of the grain dealer's business. No transportation service is rendered by the owner of the property. He does what he must do if he wishes the benefit of handling the grain—removes his grain from the car. The principle of this practice is wrong, no matter whether it extends to one elevator in a city or to all and no matter what the amount of the allowance may be. It gives a preference in rates to the elevator owner as against every one else who wishes to ship grain into that market. It is a modern modification of an ancient rebating scheme."

## BUILDING RICE ELEVATORS.

"Several elevators are under construction in Texas, but will be completed in ample time for handling rice in bulk," says the Rice Journal. "We predict that the rice farmers could not be induced to return to handling their rice in sacks after they have ever hauled rice in their wagons in bulk to an elevator.

"Not as many elevators are being built this season as we would have liked to see, but large bodies move slowly. And with a good start this year, and after convincing the doubting Thomases you will see the building of elevators where there is not enough grown to justify it now."

A. E. Frampton, the well-known farmer and horticulturist of this county, has been conducting some experiments with corn and has come to the conclusion that the farmers will do better by selling their seed corn after being shelled, rather than on the ears. Seventy pounds to the bushel have been allowed in selling corn on the ear, fourteen pounds being allowed for the cob. Mr. Frampton during the past few days has been shelling his seed corn and in weighing the cobs finds that the average weight of the cobs from a bushel of corn is only nine and three-quarters pounds. It will be readily seen that the farmers who sell their corn on the ear lose out to the extent of four and one quarter pounds on each bushel. Mr. Frampton suggests to all that in selling their corn it be shelled and sold in this manner, says a Boone, Ia., paper of May 10. As most farmers sell ear corn in the fall when it is wet the computation should have been made then rather than with dry corn in the spring. Generally speaking, the customarily accepted difference of weight is the result of a long series of averages, which may, of course, be correct in certain particular cases.



## IN THE COURTS

Edward Campbell, a grain dealer and miller of Ashville, Ohio, has assigned to William Miller, cashier of the Ashville Bank. His liabilities approximate \$7,000.

Mellie Campbell, who pleaded guilty to having set fire to the two elevators at Bellingham, Minn., is now serving a penitentiary sentence in the prison at Stillwater.

E. H. Bents of Armour, S. D., is suing Wait & Dana, grain dealers of that place, for \$10,000. Bents asserts he is a partner in the business and entitled to a share in the proceeds.

Because Gilbert S. Walker believes his former partner in the grain business, Art Korthof of Casselton, N. D., secured more than his share of money when the firm dissolved in 1904, he has brought suit for the recovery of \$651.

The Farmers' Elevator Co. at Alda, Neb., entered complaint with the railroad commissioners against the Union Pacific Railroad, which refuses to grant it a site for an elevator. It is understood the matter was fixed up out of court.

Henry A. Bugbee, a grain dealer at Willimantic, Conn., is defendant in an action of attachment brought by the trustee of the bankrupt estate of Henry Snyder, a baker. It is charged Snyder made Bugbee a preferred creditor and turned over \$1,200 worth of property.

W. C. Krise, manager of the Red Wing Malting Co., recently secured a judgment for \$26.20 against T. S. Idem, a farmer, who contracted to furnish the plaintiff with 700 bushels of barley at a certain price, and delivered but one load. When the price advanced nothing more was heard of him.

A decision rendered May 21 by the Kentucky Court of Appeals holds that pool rooms and bucket-shops where gambling in any form whatever is carried on, can be proceeded against as a common nuisance, and upon conviction the nuisance be abated thereafter through indictments by a grand jury.

The Tri-State Milling Co. of Nashville, Tenn., is trying to recover for two carloads of wheat from J. B. Boyd, Nashville Warehouse & Elevator Co. and the Louisville & Nashville Railroad Co. It is alleged that Boyd bought the wheat for the plaintiff, but as the prices jumped sold it to another party. A writ of replevin was asked.

In a petition filed May 22 by the Lanning-Harris Grain and Coal Co. of Quapaw, I. T., discrimination is charged against the St. Louis & San Francisco R. R. It is asserted the carrier company has refused to furnish cars in which to ship hay to Kansas City, the grain company's principal market, while other shippers were being supplied.

The trustee for the defunct Weston Grain Co. of Weston, Ill., has brought suit against the National Surety Co. for \$5,000, in an effort to recover from the bondsmen of Henry Schoenfeldt, the erstwhile manager, who some months ago left the town. During his absence it was discovered the affairs of the company were in such condition that it was necessary to go into the bankruptcy court.

When the attorneys for the Missouri Pacific threatened to prove the Hargrave (Kan.) Grain and Live Stock Association was a trust and thus cause the dissolution of the organization, because it was a co-operative organization of farmers, arrangements for an amicable settlement of the controversy between them were made. The Hargrave Company asked the railroad commissioners to force the Missouri Pacific to construct a spur track to its elevator, but now the complainants are quite anxious to pay the costs in the action. The railroad may make some concessions.

R. C. Cox of Springfield, Ill., has been given a verdict for \$437.39, the amount he sued to recover from the Illinois Hay & Grain Co. of Cairo, Ill., on ten cars of grain shipped by him to the defendant some time ago. The grain was sent as No. 3, but the defendant graded some of it as No. 4, and also claimed there was a shortage on every car. In speaking of the suit to the "American Elevator and Grain Trade," Attorney George W. Kinney, for the plaintiff, said: "The contract was for 'Cairo terms,' or Cairo weights and grades. We proved that in the technical language of the trade the phrase 'Cairo terms,' as to weights and grades, means either (1) official weights and grades as determined by appointments from the Railroad and Warehouse Commission, or (2) where no such appointment has been made, it means Board of Trade weights and grades. The defendant seemed to be acting in-

dependently of the Board of Trade; and, while his private weights and grades were offered in evidence, they had no weight with the jury as against the weights and grades which we proved at this end of the line."

Frank O. White, receiver for the A. P. Aldrich & Sons Co. of Boston, Mass., and the three subsidiary grain concerns known as Ambler & Hobart Co. of East Braintree, the South Shore Grain Co. of Quincy and the Fowles Arlington Mills, has made his preliminary report to the United States District Court. He has been authorized to continue the business of the subsidiary concerns, as he has found about \$25,000 due in unsettled accounts, with the companies, which also have a considerable amount of stock on hand. The A. P. Aldrich Co. has no assets. As yet no estimate has been made on the total liability, as the affairs of the four companies are inextricably tangled up, all owing money to each other indiscriminately.

De Loon C. Hoffman of the Chicago Board of Trade was awarded \$14,000 damages against the grain firms of Marfield, Tearse & Noyes and Rumsey & Co. on June 5, when Luther Laffin Mills heard the case as arbitrator in both the civil and criminal actions. Hoffman, it will be recalled, was arrested on September 15, 1906, at the instigation of the firms named and thirty cars of grain belonging to him were seized and held. Each of the complaining firms held Hoffman's checks, which were not honored at the bank. It was shown later that Hoffman had no desire to defraud, but his embarrassment was due to the fact that bills of lading were delayed in the mail, and upon proof of this all court action against Hoffman was withdrawn.

On May 29 the Missouri Supreme Court affirmed the decision of the Appellate Court in the case of C. H. Albers against John P. Milligan and Corwin H. Spencer, which has been in controversy since 1893. It relates to a contract for the future delivery of 700,000 bushels of No. 2 red winter wheat, which Albers sold to the defendants. He alleged that at the time for delivery the defendants forced up the price on the market, and he refused to carry out his part of the contract. When the committee of the Merchants' Exchange decided against him the matter was carried into the state courts, all of which have upheld the decision. Albers will now have to pay a judgment for the value of the wheat at the time fixed for delivery, less the contract price, but plus the interest from 1893.

Judge Heisley, of the Circuit Court, sitting at Newark, N. J., decided that Sheriff Andrew S. Church of Middlesex County was liable to Frank A. Champlin, a grain dealer of Newark, for a sum representing the difference between what was realized from the sale of a carload of corn Church refused to accept and the contract price. The corn was shipped from Toledo, but on examination, the defendant alleged, was found to be heated, and he refused to accept it. Champlin thereupon sold the corn in the open market for the best price obtainable and brought suit for the difference. The court holds that for the purposes of the suit the grain should be considered as what the Western certificate said it was, that being apparently the intention of the parties to the contract. Champlin having under these circumstances done all that he had agreed to do, the loss would have to be borne by Church.

## ELEVATOR TAX IN MINNESOTA.

The Ramsey County, Minnesota, tax officials have been defeated in an attempt to collect a personal tax on 30,000 bushels of wheat stored in a Minneapolis public elevator. The defendant, the Northwestern Elevator Co., claimed that the grain belonged to individuals for whom it was held in store. Held, by the court, that the evidence was not sufficient to sustain a finding and decision that the defendant either owned the wheat or so treated it that the state is estopped, for the purposes of taxation, from denying that it owned it.

Why is it that only two-thirds of the public speculate when there is a bull movement on foot? Simply because there is a conscientious feeling against selling something they do not possess, and which to them seems too much like gambling. When they buy, however, these scruples are overcome; for they figure that they have the privilege to buy anything they desire, just the same as if they desired to buy a piece of real estate. But to sell something they do not possess is unnatural and apparently dangerous. And a good part of the wheat which they are buying to-day is being sold to them by the professional bear speculators, who when the right time comes will see that they buy back at less money the same wheat which they sold the public at higher prices.—Harry W. Kress, Piqua, Ohio.

## THE CO-OPERATIVES

A meeting of independent grain shippers of South Dakota will be held at Valley City on June 18.

It is said that the "independent grain men" of Nebraska intend to ask the Railway Commission for a hearing in support of a demand for an order compelling the railroads to weigh grain at the next junction point after loading.

The Farmers' Elevator Co. of Canby, Minn., declared a dividend of 25 per cent and increased capital stock \$5,000, which amount will be used in increasing the capacity of the elevator. During the year the company handled 82,000 bushels of oats, 58,000 bushels wheat, 23,000 bushels flax, 36,000 bushels barley, 19,000 bushels corn, 33,551 bushels macaroni wheat 5,067 bushels rye and 516 bushels timothy and sold over 100,000 tons of coal, besides large amounts of flour and salt.

The matter of the receivership of the United Farmers' Exchange of Abercrombie, Minn., has been settled out of court, the attorneys representing the creditors, and the exchange and the receiver, having gotten together and agreed on a basis of settlement at about 50 cents on the dollar. The Exchange owns a store, elevator and machinery warehouse. There are other suits, one being that of two farmers of Abercrombie, who traded their farms to A. K. Tweto, the organizer of the Exchange. They want that deal rescinded so they can get clear title to their land and return the stock to Tweto. This is an independent suit brought at Wahpeton.

The co-operative grain associations of Iowa recently sent a delegation to Superior and Ashland, Wis., to look into the matter of finding an outlet for grain and an inlet for coal via the Great Lakes. The deputation included J. H. Brown, the president, of Rockwell, Iowa; C. G. Messerole, secretary, of Gowrie, Iowa; Peter Gorman, the treasurer, of Dougherty, Iowa; L. T. Barringer, director, of Ruthven, Iowa; Mayor Hoover, director, of Gowrie, Iowa. After spending several days in Ashland, during which time they were entertained by Ashland people and thoroughly investigated the Northwestern Co-operative Coal & Dock Company, the members of the Iowa delegation have returned to their homes without buying the town, apparently, and without announcing their purposes.

## NEW FARMERS' TERMINAL COMPANY.

The Farmers' Terminal Grain Company has been organized in Kansas City, Kan., with a capitalization of \$50,000. The board of directors consists of R. T. Andrews, White City, Kan.; J. S. Kennedy, Minden, Neb.; J. Y. Callahan, Enid, Okla.; S. H. McCullough, Solomon, Kan.; James O'Neil, Maxville, Kan.; W. T. Harris, Solomon, Kan.; H. A. Heath, Topeka; B. R. Beall and P. W. Goebel, of the West Side. S. H. McCullough has been elected president; J. S. Kennedy, vice-president; B. R. Beall, secretary and manager, and P. W. Goebel, treasurer. It is given out that the purpose of the company is to handle all its grain on the Kansas Board of Trade in the West Side. It will do a general grain business. The Kansas Farmer says: "P. W. Goebel, treasurer of the new company, is president of the Commercial Bank of Kansas City, Kan.; H. A. Heath of Topeka, Kan., has been actively connected with the Kansas Farmer for a third of a century; R. T. Andrews of White City, a director in the Citizens' State Bank there and a large farmer and producer of grain; W. T. Harris of Solomon, Kan., is president of the Citizens' State Bank of Solomon, and a farmer and land owner; S. H. McCullough is a farmer in the Solomon River Valley; J. Y. Callahan of Enid, Okla., is manager of a farmers' elevator; the others are farmers, except B. R. Beall, who has been in the grain business for twenty-five years."

The Kansas Farmer adds that: "The company will be connected with the Kansas Board of Trade, a Kansas institution operating in Kansas City, Kan., and proposing that the grain business of Kansas shall be done on this side of the state line. The new Kansas law requiring the railroads to maintain terminals in Kansas will place shipments from Kansas points to the new company, under Kansas law, subject to supervision by the Kansas Railroad Commissioners. Under some circumstances this may be important to Kansas producers."

Leases of state lands of Washington which have been made for five-year terms at 15 to 25 cents per acre, will be raised by the state land commissioner to 60 cents for leases in the future.



## HAY AND STRAW

William Walker is building a new hay warehouse at Kennett Square, near Philadelphia, Pa.

Rowe & Gallagher are building a hay warehouse of spacious proportions at Ely, Neb.

Hostetter & Buswell, hay dealers at Grinnell, Iowa, have been succeeded by Hostetter, Buswell & Harris.

E. F. Hippelhauser & Co., wholesale dealers in hay at Terre Haute, Ind., have discontinued business.

At Ottawa, Kan., recently, a fine collection of 10-pound rocks was taken from a consignment of baled hay.

According to George A. Wells, the hay crop of Iowa will be 77 per cent, as compared with last year's crop based at 100.

It has been announced that the seventh annual meeting of the Michigan Hay Association will be held August 7 and 8 at Saginaw.

The largest alfalfa feed mill in the world is to be built without delay at Ordway, Colo., by the Colorado Alfalfa Milling Co. of Boulder.

Hay is said to command \$20 to \$22 a ton in the vicinity of Au Sable, Mich., where the prevailing shortage is causing marked comment.

A report from Modesto, Cal., says the hay crop of that section will not fall far short of that of other years, providing it can be gathered.

The Hay Journal is advocating a one-year term for the president of the New York Association, a policy adopted by most of the other organizations.

The fourteenth annual convention of the National Hay Association is to be held July 16-17-18, at Niagara Falls. You will find the boys at the Cataract.

A complaint is heard from the vicinity of Alexandria, S. D., to the effect that the freezing and thawing weather of February resulted in the killing out of much alfalfa.

The Oregon hay crop is reported large this year, greatly exceeding the cut of former seasons. The high prices of hay all the spring have attracted many new growers.

"The hay crop is doing fairly well in Ohio and Indiana," says the Cincinnati Price Current, "but in Illinois, Iowa, Missouri and Kansas the returns indicate a deficit in prospective yields."

The hay committee of the Baltimore Chamber of Commerce has succeeded in getting the promise of the Western Maryland Railroad that its terminal facilities will be bettered at once.

It is said the rainfall of May 25-26 in the vicinity of Niles, Mich., was the salvation of the hay crop. The ground was so dry that a complete failure of clover and timothy had been predicted.

A hay famine was reported to exist early in the month in the neighborhood of Long Prairie, Minn. During the winter hundreds of tons of baled hay was shipped out at \$6 a ton, but this month it could not be secured at double that figure.

Director Sage of the Iowa crop service recently advised the farmers to pay more attention than usual to forage crops, such as millet and Hungarian grass, for the hay crop will probably be light, due to a cold, dry April. Old hay is already scarce and high.

George E. Smith, a farmer near Beaumont, Texas, is displaying a sample of para grass which is a native of Central and South America and is adapted to low damp lands. Five crops a year are oftentimes gathered from the grass, which is said to be superior to alfalfa.

William McKenzie of Pendleton, Ore., who makes a business of raising wheat hay, has about 140 tons on hand, for which he will receive from \$14 to \$17 by shipping it to the government project at Hermiston. He asserts he makes from \$48 to \$50 clear per acre.

When the hay market advanced \$1 here, making prime hay \$25, there were a great many in the trade who predicted a \$28 to \$30 market before the new hay comes. Shippers in the country have caught this idea and they are holding their stock, not being anxious to sell at the present price. There is an active demand, and with light receipts prices are in buyers' favor. With the cold weather continuing and delaying the new crop the market each day is growing healthier. A further advance is expected shortly. The eastern and southern markets are all about \$1 to \$2 higher than New York, and it is only a question of time when the local price will advance. In the under-

grades of hay and in clover mixed there is not so strong a feeling, and prices this week are unchanged. With light receipts the hay roads have had no embargoes. Even the barges are not bringing in a large amount of hay. Straw continues firm. Buyers are offering \$14 at the river barges.—New York Produce News, June 7.

With the request for bids by the government for 5,000 tons of hay and the same quantity of oats comes the announcement from Seattle, Wash., that there is a scarcity of hay in the country with a big local demand. As a consequence the market is extremely bare. The prospects for a big crop next year are reported excellent, and conservative dealers state that the cut will undoubtedly exceed that of last year by many thousand tons. The acreage this year is much larger than last, and the grass is already well along and a big crop already assured.

In its issue of June 7 the Montreal Trade Bulletin says: "The few warm days we have had since our last issue have wonderfully improved the meadows, and from a number of advices received from this province within the past few days, the cows will have good pasturage from this out, with the prospect of a fair crop of hay after all. Farmers have consequently been freer sellers, and arrivals in the city have shown an increase during the past week, which have been pretty well absorbed on arrival. Receipts are coming in by barges as well as by rail; and a few lots are going forward for export, twenty carloads leaving Portland this week for Liverpool, where the market is firm at last advance."

It is to be noted that during the past year considerable attention has been given by the United States Department of Agriculture to methods of curing and handling hay. In sections where hay is low priced only the least expensive methods can be followed and a poor quality of hay results. Where better prices prevail better methods are pursued and a better quality of hay is produced. The use of haycocks in curing hay in sections where unfavorable weather occurs during the haying season is receiving attention. The relation between weight and volume of cured hay, the loss of weight in curing and in stored hay, the relation of methods of curing to feeding value, artificial methods of curing hay, and other related questions are being studied.

The Pittsburgh Grain and Hay Reporter of June 7 says: "Hay is apparently not as plentiful as those who should have been well posted predicted. The cause of the present demand and scarcity can no doubt be found in the backward spring conditions, causing a month more of stock feeding than is usual. The growing crop of hay is said to be looking well, except a little backward, and it is not probable that the crop now will meet with any backset. Shippers are advised to forward what they can load and ship at this time. Prices are strong. New hay will start early, considering the backward season. Quite a large number of shippers will take advantage of the high prices and bale from the meadow. The offerings are so small that no heavy receipts can be looked for, even clover and clover mixed moving at fair values."

## GRAIN DUST SIFTINGS.

### A STRENUOUS LIFE.

Thomas Finnegan, who conducted a grain store the past three months, has retired from business. He will enjoy a short rest.—Manchester Correspondent Hartford (Conn.) Times.

### THE SCRUBY CROWD.

The Scruby Bros. Grain & Implement Co. and Frank Scruby, the grocer, will close their places of business Decoration Day, May 30, and give their employes an outing. The party, which will be composed of about 40 people, will spend the day at some point on the river, picnicking, fishing and in other diversions. The proprietors of both establishments, with their families, will be included in the party. The clerks who have families will take them along, and those who have none will be accompanied by their sweethearts. All the interested parties are looking forward to the event with keen pleasure.—Chillicothe (Mo.) Tribune.

Nothing furnishes support to the rank and file of the Board like these bull campaigns in wheat. In the past the contributors have been, with estimates of their contributions (losses), James R. Keene, \$5,000,000; Alex. Mitchell and his following, \$10,000,000; Harper of Cincinnati, his bank and friends, \$3,000,000; Jno. W. Gates, \$2,000,000; Leiter, directly and indirectly, \$15,000,000; Newhall, and other small plungers, say, \$15,000,000. Here is \$50,000,000 lost, going against "the buzzsaw."—Pope & Eckhardt Co., May 15.

## OBITUARY

W. E. Croysdale, senior member of the grain firm of W. E. Croysdale & Son of Kansas City, Mo., is dead.

Jacob Lorenz, 48 years old, who was a grain dealer at Langdon, N. D., was found dead in bed in a gas-filled room at 39 Polk Street, Chicago, on June 7.

John C. Johnstone, a prominent grain dealer and capitalist of Port Huron, Mich., was found dead in his office on May 26. His death was due to heart failure. A daughter and a son survive.

Thomas R. Taylor, a grain dealer at Carrollton, Ohio, received fatal injuries in a runaway on May 15. One of his legs was broken in two places, his jaw was fractured and fatal internal injuries were sustained.

Leaman H. Purchase, aged 63 years, well known in the vicinity of Newark, N. Y., where he was superintendent of a large malt house for 35 years, died late in March. Mr. Purchase had a large acquaintance among the farmers.

Joseph J. Buscher, agent for the elevator at Rogers, N. D., died May 21, at a hospital in Valley City, from appendicitis, which developed into peritonitis. Deceased was 26 years of age and leaves besides his mother seven brothers and two sisters.

Louis H. Bowers, a grain broker of wide acquaintance, died on May 24 at his home in Cleveland, Ohio, from apoplexy. Deceased was 58 years of age, and for the past ten years was engaged in the grain business at Cleveland. The widow and one son survive.

Charles Henry Comstock, aged 68 years, died at Askum, Ill., where he has been engaged in the grain business. The deceased had but recently returned from Texas, where he spent the winter with the idea of improving his health. His wife and six children are his survivors.

Charles Jernegan, for more than twenty-five years a member of the Chicago Board of Trade, died at Monrovia, Cal., on May 14, where he went two years ago. He has been connected with the Los Angeles Stock Exchange of late. Mrs. Jernegan and three sons mourn his demise.

Peter Sinclair, manager of the Interstate Grain Co.'s Elevator at Warren, Minn., since the early '90s, passed away on May 10, after a short illness of typhoid pneumonia. He was born in Ontario, Canada, July 9, 1855, and was a pioneer resident of Minnesota. Mr. Sinclair is survived by his second wife, a daughter and a son.

Samuel A. Whitfield, aged 73 years, who invented the Kasper Oats Cleaner, died at the home of his son in Chicago on May 18. He has resided in Chicago since 1879. Mr. Whitfield retired some time since from superintending the manufacture and sale of his invention owing to ill health. His brother and nine children are left to mourn his demise.

Oscar Danielson of Chicago, Ill., superintendent of the Hess Warming and Ventilating Company, died on May 16 at Council Bluffs, Iowa, from injuries received the day before. A wooden block dropped on his head from a window 100 feet from the ground at the Trans-Mississippi Grain Company's elevator, where he was superintending the installation of a Hess Drier.

W. B. Agnew died suddenly from heart trouble at his home in Fairbank, Iowa, in May. He was the owner of elevators at Fairbank, Oelwein, Dunkerton and Glasgow, and has been engaged in the grain business for many years. Mr. Agnew was raised on a farm near his home town and leaves a large circle of friends who join with his wife, father, brothers and sisters in mourning his death.

Captain Patrick Finn, aged 75 years, who for many years was an active member of the Chicago Board of Trade, died May 18, at the home of his son in Chicago. He appeared at the board every day until last Christmas, devoting his time to marine and vessel insurance. After the holidays he was confined to his home from over exertion following a chase after a street car. Seven children survive him.

Major J. D. Peters, a pioneer grainman of Stockton, Cal., who is credited with being the founder of the warehouse system in his own state, died May 14, from injuries received when he was thrown from his carriage. At the time he suffered a fractured hip and other injuries, which proved fatal, owing to his advanced age. Major Peters was a "forty-niner," when he freighted into the southern mines. Later he took



up his residence in Stockton, and amassed a fortune of \$1,000,000. Of this he has lately given thousands of dollars to charity and the rest is left to his widow, three daughters and a son.

James Rosell, a grain and hay dealer of New York, N. Y., whose name is well known to the trade, passed away on June 2. Deceased was born in 1841 in Dutchess County, New York. In 1860 he moved to New York, where he obtained employment in a feed store. Two years later the firm of Johnson & Rosell was founded. Mr. Rosell was a member of 'Change and was on the floor the morning of his death.

George E. Barnes, one of the best-known grain men of Omaha, Neb., and vicinity, passed away the night of June 1 after three days of illness from spinal meningitis. On the Wednesday preceding his demise Mr. Barnes appeared in his usual good health, but was stricken that night and each day following continued to grow worse. He did not regain consciousness at any time. Mr. Barnes had operated in Omaha for years and was a partner of the late Arthur B. Jaquith. During the last few months he has represented Ware & Leland, the Chicago grain brokers, on the Omaha market.

George T. Marks of Port Arthur, Ont., died May 21, in a hospital at Toronto, Ont., where he had been ill with bronchitis and heart trouble for a period of two weeks. Mr. Marks was of the firm of Thomas Marks & Co., and was one of the most widely known grain and navigation men of Canada. He was a member of the Toronto Board of Trade, in whose building he maintained an office. Mr. Marks was born in August, 1857, at Bruce Mines. He received his early education at Trinity College, Port Hope, and in 1873 went to Port Arthur. In a short time he entered into the civic life of that place, then an infant town, and when it became a corporation he was its first treasurer. He succeeded his uncle, Thomas Marks, who was the first mayor of Port Arthur, and was re-elected seven consecutive times. Subsequently he occupied several important positions in the new town. He was one of the original promoters of the railway charter, known as the Port Arthur & Western, and also of the Ontario & Rainy River Railway, the latter of which is now known as the Canadian Northern Railway from Port Arthur to Winnipeg. With his partners he was extensively connected with navigation matters on the inland lakes, and with them placed the first large grain carrier on inland waters many years ago. One of the last vessels brought over from the shipbuilding yards at Newcastle-on-Tyne, and known as the Neebing, was operated by him and his firm between Lake Superior and Kingston. The firm of Thomas Marks & Co., of which he was partner, was one of the first to engage in merchandise trade in the West, outside of the Hudson's Bay Company, his father and uncle having established merchandise and fur-trading posts in 1857 in the mining district. Mr. Marks was a member of many prominent clubs. His wife, son, daughter, mother and two brothers are left to mourn him.

### FAILED TO DEFRAUD.

Very recently an awkward attempt was made by an unknown person to defraud two Winnipeg grain firms of some \$6,000 by means of forged bills of lading. The concerns in question are the Royal Grain Co. and Imperial Elevator Co., both of whom had been simultaneously bombarded with letters with as many different signatures, coming from various parts of the West. The writer in every instance stated that he had consigned to the company to which the letter was addressed a car of wheat, and enclosed with each communication that which was to all appearances a genuine bill of lading purporting to have been signed by the railway company's agent at the station from which the letter was sent. Each letter contained a request for an immediate advance from the consignee of \$500, of which the writer had "urgent" need. In all twelve letters were received by the two companies, all sent, it is thought, by the same man, who operated among ten aliases, among which were the names, A. F. Young, L. T. Simpson, and Wells. Among the stations from which the letters and bills of lading were dated was Crandell, Hamiota and Carman.

A Southern Indiana miller wrote King & Co. during the wheat raid: "Styles in the country take effect at a later day than they do in the cities, and the bull fever is just coming on now in the country, and nothing but a good setback will change the brain-storm that is in the minds of the farmers. They have dollar wheat in view, but may be mistaken, as the flour demand is nothing at present."

## FIRES--CASUALTIES

An elevator at Vernon, Texas, belonging to the Cox-Campbell Grain Co., was burned recently at a loss of \$15,000.

The wholesale houses of the Customs Seed Co. at San Francisco were burned the night of June 9 at a heavy loss.

A bin at Condon & Reimke's elevator in Pesotum, Ill., gave way recently and 3,000 bushels of grain poured out upon the ground.

Albert Field's grain store at Leverett, Mass., was totally destroyed by fire the night of May 21. The loss is covered by insurance. A new building will be constructed at once.

Caldwell & Co.'s elevator at McBride, Mich., was destroyed by fire late in May at a loss of \$6,000. The plant was insured for \$2,500. About 3,500 bushels of grain were burned. The elevator will be rebuilt.

During a sharp electrical storm lightning struck Andrew Overstad's elevator at Morris, Minn., on Decoration Day, and tore a large hole in the roof. The employees of the building were knocked down by the shock.

The Peavy Elevator at Bavaria, Kan., belonging to the Midland Elevator Co., was totally destroyed by fire the night of May 20. Sparks from a passing engine are believed to have been the cause. About 1,400 bushels of wheat were consumed.

The Kell Elevator at Gainesville, Texas, containing 80,000 bushels of wheat, was completely destroyed by fire on June 4. Lightning struck an oil tank and property to the value of \$150,000 was destroyed. The Kell Grain Co. was insured for \$65,000.

The building at Gloucester, Mass., occupied by A. Dodge & Son, grain dealers, was partially burned on May 30 and some 20 tons of grain, 10 tons of hay and 20 tons of straw were damaged. The loss on building and contents will approximate \$2,500, fully insured.

King & Applegate's elevator at Atlanta, Ill., was entirely wrecked by a storm on May 15. The workmen were fortunately out of the building at the time. It was being overhauled at the time and remodeled to larger capacity. There was \$1,000 storm insurance on the building.

Fire destroyed the Spaulding Elevator at Poland-on-the-Soo, a new town in North Dakota, together with a large amount of wheat. Three freight cars filled with wheat were also burned. It is asserted the fire was due to an overheated journal in the cupola. The loss is about \$10,000.

Fire recently damaged the elevator and contents at Melrose, Mass., owned by C. B. & F. H. Goss, to the damage of \$5,000. Prompt efforts of the firemen prevented the loss from assuming far greater proportions. Considerable hay and grain was lost. Insurance covers the loss.

Moore & Reitz's grain warehouse at Millway, Pa., was destroyed by fire about the middle of May in a disastrous blaze which razed several buildings. Many women assisted in fighting the fire, realizing their own homes would be in danger if the flames reached the Standard Oil Co.'s tanks.

A fire followed an explosion of dust in one of the grain bins in the Rockwell Street Grain Elevator, Chicago, Ill., on May 24, and the firemen found it necessary to shovel tons of grain into the streets in order to get to the smoldering mass after they had poured several streams of water onto the blaze for an hour or more. The loss is about \$800.

Goodrich Bros.' grain elevator at Durbin, near Noblesville, Ind., was destroyed by fire when lightning struck it May 23. The loss aggregated \$15,000. In the elevator were over 5,000 bushels of grain, about 1,500 bushels of it being corn, the rest of it wheat. The building was erected in 1905 by James Goodrich and his brother, and cost \$7,000. The building and grain were only partly covered by insurance.

Two elevators at McCanna, N. D., belonging to the St. Anthony & Dakota Elevator Co. and the Imperial Elevator Co., were burned down the afternoon of May 15, at a loss of \$30,000. The fire was started in the St. Anthony & Dakota Elevator when a workman knocked against a lantern as he was leaving a bin. As it fell to the floor it exploded and the building was soon in flames. The fire quickly reached the Imperial Elevator and before it was checked had also destroyed the depot, a house and a barn. There

was something like 16,000 bushels of wheat in the St. Anthony & Dakota Elevator.

On May 24, the floor of a bin directly over the dump in the Dunkel Elevator at Muscotah, Kan., suddenly gave way, letting down the entire weight of over 3,000 bushels of shelled corn onto the dump and sending the whole into the basement. The damage has been repaired.

On May 17 fire destroyed the Puget Sound Warehouse Co.'s warehouse at Stanton, Ore., together with all its contents. Included in the loss were 10,000 new Calcutta sacks and nearly 600 sacks of wheat. The damage sustained amounts to \$6,000, almost fully covered by insurance. Just how the fire originated is not known, and it was fortunate that the most of the wheat had just been shipped out. For a time the Balfour-Guthrie Co.'s warehouse, close by, was threatened.

What might have been a casualty, or perhaps an obituary, but wasn't, is described by the Yankton (S. D.) Press as follows: A. T. Blades, of Centerville, is the manager of the Slagle elevator at that place. A 14-inch chute 12 feet long leading into the bin had become partially clogged by grain that had caked and heated. Mr. Blades concluded to clean out the obstruction and crawled into the chute for that purpose. His descent was a success, but his efforts to return were tedious, painful and attended with periods of suffocation and perspiration. He was alone on the return trip and wondered for a time what his folks would think had become of him. Would they think to look for him in the chute? Would an unpleasant odor remind them that something was in the elevator? While disturbed with reflections of this kind Mr. Blades continued to climb, and finally emerged into the open air thoroughly done up. He refused to be interviewed.

### BRITISH AGRICULTURE.

From a recent official publication covering the acreage and live-stock returns of the United Kingdom for the year 1906, the following statement has been compiled showing the changes which have occurred in acreage under crops, bare fallow, and grass, and in live stock during the past thirty years:

Description.	1877. Acres.	1906. Acres.
Wheat .....	3,321,065	1,801,271
Barley .....	2,652,300	1,931,651
Oats .....	4,238,957	4,138,407
Beans .....	506,701	290,780
Peas .....	313,470	154,434
Potatoes .....	1,392,784	1,193,662
Turnips .....	2,419,296	1,877,505
Mangolds .....	407,518	499,443
Cabbage, kohlrabi and rape .....	229,780	226,880
Clover and rotation grasses (1887) .....	6,026,946	6,706,912
Small fruit .....		91,510
Flax .....	130,846	55,453
Other crops .....	654,249	463,688
Bare fallow .....	633,495	317,299
Total arable land...Not given		19,749,095
Permanent grass .....	Not given	27,446,784
Total under crops and grass .....	47,264,185	47,195,879

The most noteworthy change in the foregoing statement is the decrease in wheat acreage of about 46 per cent, although the decreases in the other grain acreage have their significance in British agriculture. When it is taken into consideration that the population of the United Kingdom has increased during the years under consideration 11,000,000, the reasons for the vast imports of foodstuffs into the United Kingdom are at once apparent. The gross income derived from the ownership of lands in Great Britain in 1870 was \$267,635,800, and in 1905, \$206,994,600, a decrease of \$60,641,200.

The following statement showing the imports of grain and flour into the United Kingdom in the years 1876 and 1906 gives a fair view of the changed conditions in British agriculture in thirty-one years:

Wheat .....	\$112,860,500	\$159,018,800
Barley .....	18,238,300	27,600,200
Oats .....	22,485,700	22,060,100
Maize .....	62,041,000	58,265,200
Other grain .....	12,751,700	18,036,800
Wheat flour .....	23,074,700	33,176,200
Other flour, including fa- rina .....	693,100	12,180,500
Total .....	\$252,145,000	\$330,337,800
Article—	1876.	1906.

D. J. Eberhart of Newton, Iowa, recently loaded into one car 1,465 bushels of corn to go to Pekin, Ill.



## SEEDS

There are now 153 large seed houses in America.

The Charles H. Lilly Co. of Seattle, Wash., is enlarging the seed department of its branch in San Francisco, Cal.

Clover seed is declared to fill exceptionally well in the vicinity of Glen Flora, Wis., better in fact than in the southern portion of the state. It would be conservative to expect a yield of four to six bushels per acre.

The newly organized Kentucky Bluegrass Seed Co. of Mt. Sterling, Ky., will erect and equip a building, 130x60 feet, at a cost of \$25,000. The capacity is to be 2,000 bushels of fancy bluegrass seed per day. I. F. Tabb is general manager. Other seeds will be handled.

The Bates bill, which has passed the Michigan senate, making it a misdemeanor, punishable by a heavy fine and imprisonment, for any dealer to sell adulterated seed, has been recalled from the house and referred to the committee on state affairs. It is considered this move labels the bill as "dead one."

On June 6, the Iowa Seed Dealers' Association was organized at Des Moines, Iowa, by eighteen of the principal seedsmen of the state for the purpose of fighting the mail order houses and enforcing the pure seed law, which takes effect July 1. The association will in the meantime perfect plans to aid in the enforcement and to prevent the importation of weedy seeds into the state. The following officers were elected: President, C. N. Page; vice-president, Henry Fields of Shenandoah; secretary, W. C. Adams of Decorah; treasurer, J. T. Hamilton of Cedar Rapids. The meetings of the association will be annual.

Frederick V. Coville, botanist with the United States Department of Agriculture, says in his report to Secretary Wilson: "It is universally recognized by agriculturists that the use of poor seed causes a loss of millions of dollars annually, either directly or indirectly, to American farmers. From the many thousand tests made by the Department in the last six years a number have been selected which show the very wide range in quality of seeds secured in the retail market. In each case the percentage of good seed in the sample has been determined and an estimate made of the price really paid for this good seed by the farmer. The results are significant. A farmer who paid \$3.50 for a bushel of clover seed, which, though weighing 60 pounds, was found to contain only 27 3/4 pounds of good seed, in reality paying at the rate of \$7.57 per bushel for his seed. The only way to ascertain the real value of seeds is for the farmer to test them himself or to have them tested elsewhere."

According to correspondents for Orange Judd Farmer kidney and other large beans are receiving more attention this year than the pea bean. The latter have advanced in price from 18 to 25 cents during the past month, and this has had the effect of throwing more attention to white beans. The lateness of the season in Michigan may lessen the acreage. Continuing the paper says: "Holdings of the 1906 crop in both Michigan and New York, as far as can be learned, are not excessive. This is reflected by the advance in prices at leading markets. Some dealers in the Empire State are talking a \$2 market before the season closes, and say there still remain four months before new beans will be available for consumption. The only regrettable phase of the field bean situation at present is the fact that the advance came at such a late period most farmers had either sold or contracted beans at comparatively low figures, hence they are not being benefited by the improved values. The situation from now until harvest time next fall will be controlled largely by dealers and speculators."

### WHAT IS A SEED?

A seed consists of three parts—the germ, the endosperm, and the seed coat. The germ is the little embryo plant, lying asleep in the lower end of the seed. The endosperm is the storehouse of food for the little plant when it starts growth. The seed coats cover and protect the germ and the endosperm.

By germination is meant the sprouting of the seed. The tiny embryo or germ begins to grow. It sends out roots and stem. The food stored up around the germ is changed and dissolved, and used by the young plant while it is establishing itself and making ready to secure its food

from the soil and air. The larger and plumper the seed the more food will be available to give the young plant a good start and put it beyond the danger point of drought. Give a calf, a colt, or a plant a good start in its early stages and it will be better fitted to take care of itself later on when conditions are more adverse.

Large, plump seed gives strong stocky plants with large root system, stout stems, and wide leaves. Small and shrunken seeds give spindly plants with small root systems, slender stems and narrow leaves. It is the strong plants that yield good returns.—Ex.

[From Farmers' Bulletin No. 289, U. S. Dept. of Agr.]

## BEANS.

BY L. C. CORBETT,

Horticulturist in Charge of the Arlington Experimental Farm, Bureau of Plant Industry.

(Concluded from May issue, p. 600.)

**FIELD BEANS.**—Reference to the map giving the distribution of the areas in which beans are commercially cultivated shows that the regions in which the cultivation of this crop is most intensive lie chiefly within the areas covered by the glacial drift of the great ice age. The soils of the area are as a rule strong and retentive, carrying large quantities of lime and considerable potash, phosphoric acid and organic materials. It is not strange, therefore, that a crop which is able to gather nitrogen from the air should thrive well upon soils having an abundant store of phosphoric acid and potash.

While beans produce abundantly upon strong clay soils, yet the clay loams, shales and gravelly soils of the drift region are better adapted to the production of this crop than are the heavy clays. The growth of vine is too much restricted upon the very heavy clay soils, and while in proportion to its growth the vines yield well, the total product is in proportion to the growth of the plant as a whole. Shows a typical bean field in the North.

[The Bulletin then proceeds to discuss the best methods of culture in all its details, giving pictures of machinery and methods. The Bulletin then concludes the study of field beans by the following on thrashing and grading:]

**HARVESTING.**—For many years the handling of hoe crops, such as field beans, upon an extensive scale was impossible because of the great amount of hand labor necessary to gather the crop. Within recent years, however, labor-saving devices have been invented so that now the once laborious practice of hand-pulling individual plants can be done away with by the use of a bean harvester.

This implement is built on the principle of a pair of shears and consists of two long steel blades mounted upon a strong framework carried upon wheels. The long, shear-like blades are set to cut the roots of the plants just beneath the surface of the ground. Above these blades guard rods or guide rods are so arranged as to move from their original positions the plants whose roots have been severed, and, since the implement is designed to cut two rows of beans across the field, the plants of two rows are thrown together in a single windrow. This clears a space for the passage of one of the animals in the team, so that it is necessary for only one to pass through the standing crop, thus decreasing the amount of loss by shelling which would result from both animals being driven through the standing crop.

After the plants are thrown together by the harvester, it is customary for men with ordinary pitchforks, either 2 or 3 tined, to follow the harvester and place the beans in small heaps to cure for several days before storing them in barns or sheds for thrashing. In some instances, where the work is done upon a very extensive scale, and where the loss from shelling is not considered sufficient to justify the employment of hand labor for bunching the beans with forks, an ordinary horseshoe is employed for the purpose.

Where the beans are to remain for a longer period and to become more thoroughly cured in the field, and where the work of harvesting is done entirely by hand, the crop is frequently placed in shocks which are built about a pole four or five feet in height, both ends of which have been sharpened and one end firmly placed in the ground. A small quantity of straw, grass or other material is placed around the base of the stake, and the beans as they are pulled are piled around the pole until a compact miniature stack about four or five feet high is formed. This operation is very similar to the common practice followed by the growers of peanuts in stacking and curing this crop. The curing process in any case is carried far enough to prevent the vines molding after storing them in the barn prior to

thrashing. If the vines are thoroughly ripened in the field before harvesting, they can be stored in from two to three days if the weather is satisfactory. If, however, the vines have some green leaves upon them and the pods are not thoroughly dry, the period for curing in the field is of necessity much longer than with thoroughly ripened plants.

After the crop has been properly cured in the field it is customary to store the beans in barns, lofts or in sheds until the weather has become quite cool before the work of thrashing is done. In some instances, however, if the beans are thoroughly field cured they may be thrashed in the field; but ordinarily, in those regions where beans are extensively grown, weather conditions will not permit of their being cured and left in the field a sufficient period to enable the entire work of harvesting and thrashing to be carried on in the open.

After the plants are thoroughly cured they are carried as carefully as possible to the building in which they are to be stored. In fact, all operations connected with the harvesting and field management of beans should be done as carefully as possible, in order to avoid injury to the plants while in the growing condition and to prevent shelling the beans after they have ripened. Most varieties of beans shell more or less easily after the pods have become thoroughly matured. The loss from shelling will depend largely upon the care in handling them during the various operations of harvesting and storing. Most extensive growers of beans, however, consider the loss by shelling resulting from the use of labor-saving machinery of less money value than the added cost of carrying on all operations by hand in the most careful way. In other words, the loss from the use of labor-saving machinery is not sufficient to justify the return to hand labor in the care and management of the crop.

Because of the ease with which the pods of the bean are broken and split and the danger of breaking and splitting the seed of the bean, the operation of thrashing is one of the most exacting connected with the production of dry beans. In olden times beans were thrashed almost exclusively by the use of the flail, and small crops are still handled in this way. On an extensive scale, however, beans are thrashed by machinery specially designed for the work. The ordinary grain thrasher cannot be modified so as to satisfactorily do the work, although it is sometimes employed when other specially designed machinery cannot be obtained.

The modern bean thrasher consists in reality of a double, or tandem, thrashing machine, carrying one cylinder which is operated at a comparatively low rate of speed and a second cylinder run at a much higher speed. The slow cylinder, which is the first, separates the beans from the dry pods. The vines, with the tougher pods, are then passed on to the second cylinder, which is operated at a much higher rate of speed and is better equipped to separate the beans from the pods, which are tough and more retentive. By this arrangement there is less injury to the seed and consequently less loss both from splitting the beans and from passing over beans in tough pods, which would be the result of thrashing with a single cylinder machine operating the cylinder at a low rate of speed.

**CLEANING AND GRADING.**—While the farm operations in connection with the preparation of field beans for market usually cease with the thrashing of the crop, the cleaning and grading of the product is a very important item and requires much hand work. Besides the removal of sticks and straws from the grain by the use of the fan, the beans are passed through a machine which is provided with a broad, slow-moving belt placed at such an angle that split beans and peas, dirt and stones which are not removed by the fan adhere to the belt and are thrown out, while the smooth, perfect seeds fall back into another receptacle and are thus separated from the dirt and broken seeds. After this the beans are usually subjected to a third operation, which consists in removing by hand all broken and discolored seeds, as well as foreign matter, which were not removed in the other operations. The work of hand picking is chiefly carried on by women, and is facilitated by the use of machines operated by the feet or some other motive power. In large picking establishments these machines are arranged in rows, fed through hoppers, and operated by steam or other power. In smaller establishments and upon farms, similarly constructed machines operated by foot power are employed.

These machines are very simple in construction, consisting of a canvas belt about 6 inches wide passing over rollers, which are operated, as already indicated, either by power or by a foot pedal. The beans which are in the hopper are shaken out upon the canvas belt, and as the belt is carried along the expert picker removes



all discolored or broken seeds and foreign matter, dropping them into side receptacles having spouts which carry them into barrels or baskets, from which they can be easily removed. The good seeds are allowed to fall over the side of the belt into another hopper and are conducted to a convenient receptacle.

## PERSONAL

L. A. Larson is the new wheat buyer at Clinton, Minn.

T. J. Moore of Ayr, N. D., has gone to Kloten to run an elevator.

Peter Bergus of Hickson, N. D., is in charge of the Jacobson & Hicks Elevator.

C. F. Schrain is now the manager of the Victoria Elevator at Buford, N. D.

Nels Ness of Kragnes has been appointed grain buyer for the Duluth Elevator Co.

G. L. Winslow has resigned as agent for the Anchor Grain Co. at Edmore, N. D.

G. O. Matheny is now manager of the Miller Bros. Elevator at Twin Brooks, S. D.

Will Wright of Deering, N. D., has taken charge of the Gooze Elevator at Norwich, N. D.

John Babb is now in charge of the Empire Elevator at Wilmot, S. D., vice M. M. Hanson.

John Aas has succeeded Peter Christianson as manager of the Red Lake Falls (Minn.) Elevator.

Homer Vail, Jr., of Mabel, Minn., is expected to secure the management of the elevator at Canton.

Martin Johnson of Wendell, Minn., will buy grain at that place for the Osborne-McMillan Co.

H. E. Tingdahl of Hitterdahl, Minn., is buying grain for the Johnston Elevator at Marion, N. D.

Herman Schultz of Welcome, Minn., has secured a position as grain buyer at Hawkeye, Iowa.

Ora Fox of Fairbank, Iowa, is now the manager of the Agnew Grain Elevator at Oelwein, Iowa.

Oluf Bjerken of Kindred, N. D., is now agent for the St. Anthony & Dakota Elevator Co. at Osna-brook.

Dr. W. H. Penington has been made president of the Citizens' Mill and Elevator Co. at Justin, Texas.

Roy Fluke of Westport, S. D., has succeeded Ross Hanson as grain buyer in Floyd Johnson's elevator.

M. W. Murphy succeeds C. S. Schalkle as manager of the Western Elevator Co.'s plant at Watertown, S. D.

W. I. Beach has resigned as manager of the Farmers' Elevator Co. at Sherman, S. D., because of ill health.

O. W. Simonson has been transferred from Inkster, N. D., to Langdon, where he has charge of a large elevator.

W. Holverson of Litchfield, Minn., has moved to Sherman, where he has taken possession of the Thorpe Elevator.

Ed Holmes, buyer for the Atlas Elevator at Hitchcock, S. D., has left for Bruce, S. D., where he has a better position.

R. McLeon of New York is superintending the construction of the new Cannon, Haase & Metcalf Elevator at Granville, Iowa.

Lee O. Alexander of Marshall has succeeded G. C. Dorsey as grain buyer for the Northwestern Elevator at South Shore, S. D.

F. S. Ash, for some years manager of the Neola Elevator at Fonda, Iowa, will become manager for the farmers' company at Alta.

A. W. Blake, formerly buyer for the National Elevator Co. at Wolford, N. D., is now with the Baldwin Elevator Co. at Fairmount.

Fred St. Amour has been succeeded by Harry Howell in the management of the Minneapolis & Northern Elevator at Neche, N. D.

T. J. Larson, formerly agent at Flaxton, N. D., for the Woodworth Elevator Co., has gone on the road for a Minneapolis grain company.

Paul Jaohn of Springfield, Minn., is now located at Frankfort, S. D., where he is in charge of one of the Atlas Elevator Co.'s elevators.

F. P. Knappen has severed his connection with the Powers Elevator Co. at Marion, N. D., and returned to his home at Clay Lake, Iowa.

G. K. Temanson, who has been with the S. C. Johnson Elevator Co. at Crookston, Minn., for the past three years, has entered into business with

his brother. They will build an elevator near Minot.

C. V. Beeman has resigned as manager of the T. B. Elevator at Meade, Iowa, to take charge of the Nye-Schneider-Fowler plant at Oakdale.

H. F. Douglas, of the Great Northern Elevator Co., was recently elected vice-president of the Minneapolis, Minn., Chamber of Commerce.

W. H. Ghostly of Oakes has succeeded F. F. Frost in charge of the elevator at Eldridge, N. D. The latter has been transferred to Windsor.

Harry Spence has succeeded George Trefethen as agent for the elevator at Osseo, Minn. The latter goes to Maple Plain to fill a similar position.

Will Mann, agent for the Truax Elevator Co. at Humboldt, S. D., has resigned to go with a contractor. His position is taken by Carl Kjelmyr of Mitchell.

John Sinclair has taken temporary charge of the Interstate Elevator at Argyle, Minn., which his brother, but recently deceased, operated for many years.

William T. Root, said to have been a Chicago Board of Trade operator at one time, was arrested in the Windy City recently on the charge of passing worthless checks.

James Benson, formerly in charge of the Chatham Elevator, near Hallock, Minn., has been given charge of an elevator in Manitoba, for the Monarch Elevator Co.

H. M. McIntyre, formerly agent for the Ft. Anthony & Dakota Elevator Co. at Leyden, N. D., has been made assistant superintendent, with headquarters at Crookston, Minn.

John Person has resigned as agent for the Farmers' Elevator Co. at Kenmare, N. D., to take charge of the Cargill-Robb Elevator at Moose. Ben Enochson has his old position.

Homer D. Hall, who has had charge of the National Elevator Co.'s elevators on the Clover Leaf, has been transferred to Arcola, Ill., from which place he will look after six elevators on the Vandavia.

William Hutsinpillar, who has had charge of the Marshall-McCartney Elevator at Fullerton, N. D., since its erection, has gone to Oakes and is succeeded by W. E. Dickinson, formerly in charge of the Blankensbury Elevator of that place.

Edward A. Ordway, of Kansas City, Mo., where he represents the Invincible Grain Cleaner Co., has gone to Las Vegas, N. M., for the benefit of his health. Mr. Ordway has been ill for some time. He is accompanied on his trip by Mrs. Ordway.

A. O. Deeter, formerly of Starkweather, N. D., who is now buying grain for the Farmers' Grain Co. at Newville, N. D., has received word that he is one of the heirs to an estate valued at \$150,000, left by a near relative who recently died in Ohio.

L. Cortelyou, past-president of the Kansas Grain Dealers' Association, has returned to his home in Muscatine, Kan., after an extended trip in the South. It is understood Dan Cupid was in charge of the excursion, as Mr. Cortelyou was accompanied by a most charming young woman, and the travelers had every appearance of being a bride and groom.

Albert G. Hayden, well known in Milwaukee, Wis., as a member of the grain commission firm of A. G. Hayden & Co., fell unconscious to the floor at the entrance to his office, one day last month. He was found soon after and his physician was called to attend him. Mr. Hayden, who is about 80 years of age, was reported in a serious condition.

G. H. Potter, a grain merchant of Lewiston, Me., was assaulted one day recently by two young men who entered his establishment, and when he turned away struck him in the head with a stone pestle. So hard was the blow that the wooden handle was broken off and the heavy part fell to the floor. The blow staggered Mr. Potter but did not render him unconscious or fell him to the floor.

Seven hundred dock workers at Rotterdam on May 18 attacked grain handlers who had taken their places, with showers of stones and revolver shots. Several were injured. The police dispersed the rioters with drawn swords. The dockers are on strike because they object to the use of hydraulic grain elevators.

It seems too trivial to mention, but this non-shaving attitude may play a part in wheat values. The press widely heralds the rumored assertion of a "bull" that "he won't shave till wheat sells at \$1.50." To-day comes old Cy Jones and says he "won't shave until he buys wheat again in Chicago at 48¢, as he did in 1895." The barbers are likely to suffer. How silly it all is, but the crowd now swallows anything.—Pope & Eckhardt Co., May 14.

## CROP REPORTS

Minneapolis has good prospects for corn and oats.

The green bug has been reported in Ohio and South Dakota, but no alarm is felt.

Around Waco, Texas, rust on oats is common. However, the crop will be better than expected.

About 350,000 acres of winter wheat is under cultivation in Washington and is reported in good condition.

Army worms are reported to have destroyed a large quantity of oats in the neighborhood of Waco, Texas.

Wheat prospects in Manitoba are reported to be good as last year by Premier Ross, who visited the last of May were of green wheat.

Director Leitch of the government experiment station at Amarillo, Texas, says Texas as a whole will not raise enough wheat to supply its own needs next fall.

A report from Lethbridge, Alberta, says the crop of wheat in Southern Alberta is a good one, but it is not yet known whether it will be a record or not.

The Kansas Board of Agriculture has issued a report on the condition of the crops in the state, showing that the wheat crop is a good one, but it is not yet known whether it will be a record or not.

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port said June wheat condition was 56, last week 84, year ago 70, but improved later and crop was 93,000,000 bushels, 21 per cent acreage plowed up. The report says heavy damage was caused by late May freezing, which made three lowest condition in big wheat counties where grain was headed. Lowest condition, 35, in Sumner County. All except seven unimportant counties show a decrease. Remaining acreage, 5,300,000. No more green bugs. Weather recently more favorable. No corn-growing weather until recently, increasing warmth beneficial. Fields unusually free from weeds. Oats outlook poor.

A shortage approximating 115,000,000 bushels of wheat over last year's estimate is shown in the regular report issued by the Bureau of Statistics of the United States Agricultural Department on June 10. The statement was based on correspondence received up to the first of the month.

The general spring wheat average on June 1 was 88.7, compared to 93.4 June 1 last year, 93.7 June 1, 1905, and a ten-year average of 93.3. The acreage was given as 16,464,000, a decrease of 7 per cent from last year's spring wheat area, this being equivalent to a reduction of 1,242,000 acres. The yield was indicated at about 249,000,000 bushels, compared to a crop of 242,000,000 bushels last year.

The following table shows for each of the principal winter wheat states the condition on June 1 in each of the last three years, the condition on May 1, 1907, and a ten-year June average:

	May 1, 1907.	1907.	1906.	1905.	Ten Years.
Kansas .....	82	60	74	78	81
Indiana .....	74	78	80	94	72
Missouri .....	84	84	78	81	79
Ohio .....	77	80	86	95	77
Nebraska .....	91	80	86	93	87
Illinois .....	88	89	78	80	71
Pennsylvania .....	92	92	91	94	87
California .....	79	75	85	78	77
Oklahoma .....	72	60	90	75	89
Texas .....	43	44	87	76	81
Michigan .....	75	75	75	95	74
United States .....	82.9	77.4	82.7	85.5	81.1

The following table shows for the five principal spring wheat states the acreage compared with last year on a percentage basis and the condition on June 1 in each of the last three years, with a ten-year average:

	Acreage.	1907.	1906.	1905.	10-Year Av'ge.
Minnesota .....	90	86	91	92	93
North Dakota .....	92	90	95	95	94
South Dakota .....	92	90	95	92	91
Iowa .....	97	87	95	92	94
Washington .....	102	86	92	97	95
United States .....	93.0	88.7	93.4	93.7	92.3

The total area reported in oats was figured at 31,491,000 acres, an increase of 532,000 acres, compared with the final estimate of the area sown last year—30,559,000 acres. The average condition of the crop June 1 was 81.6, compared to 85.9 June 1, 1906, 92.9 June 1, 1905, and a ten-year average of 89.7. On popularly accepted acreage basis the government's figures indicate a total outturn of about 925,000,000 bushels, compared to 965,000,000 bushels harvested last year.

The following table shows for the thirteen principal oat states the acreage compared with last year on a percentage basis and the condition June 1 in each of the last three years, with the ten-year average:

	Compared Last Year.	1907.	1906.	1905.	10-Year Av'ge.
Iowa .....	100	85	94	96	94
Illinois .....	100	86	75	93	88
Wisconsin .....	104	87	95	95	94
Nebraska .....	103	85	87	90	92
Minnesota .....	104	89	93	93	93
Indiana .....	102	85	60	97	87
Ohio .....	102	83	76	92	84
Michigan .....	103	75	92	89	90
South Dakota .....	103	89	96	93	93
North Dakota .....	106	89	95	94	93
New York .....	97	87	94	94	94
Kansas .....	104	30	65	81	83
Pennsylvania .....	95	82	82	90	87
United States .....	101.7	81.6	85.9	92.9	89.7

The barley acreage was figured at about 171,000 acres less than that finally estimated as sown last year. The average condition of the grain on June 1 was given as 84.9, against 93.5 on June 1, 1906; 93.7 on June 1, 1905, and a ten-year average of 89.8.

The average condition of rye on June 1 was figured at 88.1, compared to 89.9 on June 1 last year, 93.6 on June 1, 1905, and 90.2 as the mean of the corresponding average of the last ten years. A yield of 31,000,000 bushels is indicated.

Secretary Wilson should be careful. Foreign trade papers just arriving show that foreigners listened to him rather than the May Agricultural Bureau report, showing decided crop damage. He should allow the official crop reports to do the talking. They are based upon conditions as they appear to many thousand experienced correspondents. He is anxious for big crops and prosperity to continue. He has recently sent three traveling agents of the crop bureau to Kansas, to catch the green bugs and put salt on their tails. Don't knock the farmers. Higher prices would partially offset smaller crops.—King & Co.'s Letter, May 25.

## TRANSPORTATION

The Wabash Railroad has given the Des Moines (Iowa) elevators a grain rate similar to that in effect at Omaha and Kansas City.

When the new road from Lewiston, Idaho, to Portland, Ore., is opened this fall, a consignment of at least 7,000,000 bushels of grain is expected.

The Washington Railroad Commission will abandon the joint wheat rate made last year, and now being tested in court, and will draw up a new one.

Nebraska grain men will ask a hearing in support of a demand for an order compelling the railroads to weigh grain at the next junction point after loading.

The Kansas Board of Railroad Commissioners decided not to take up the complaint of the Kansas City, Mo., Board of Trade, which asks for a ruling compelling the Kansas railroads to deliver cars loaded with grain to other lines, so the cars will not have to be unloaded.

Large shortages have been discovered in grain cargoes on vessels unloading at the Buffalo elevators. A letter is quoted as saying nearly 2,000 bushels were missing from the cargoes of two steamers owned by a Cleveland firm. The vessel owner is held responsible.

The Northern Central R. R. Co. has notified the Buffalo Chamber of Commerce that after July 1 grain for coastwise shipment, for which the regular export rates have been charged, will be put on the same basis as grain for domestic use. This rate is 1½ cents a bushel higher than for export.

Rogers & Co., grain dealers of Philadelphia, Pa., ask \$10,000 from the Reading Railway on a charge of discrimination before the Interstate Commerce Commission. Mr. Rogers alleged that July 6, 1906, the Reading Railroad placed an embargo against all hay or straw shipped to his firm and to his fellow complainants. He took the ground that this constituted discrimination.

June 30 the reciprocal demurrage law of Arkansas goes into effect. It provides among other things that the car must be placed for loading within six days; it shall be the duty of every railroad to interchange empty and loaded cars with connecting roads. For failure to supply cars the railroad is required to pay shipper \$5 per day on demand in writing within 30 days thereafter. Shipments must be moved at the rate of not less than 50 miles per 24 hours under penalty of \$5 per day for delay.

The railroads entering Philadelphia, Pa., have agreed not to make the charge of \$2 per car for the transfer of grain, the final destination of which is given by the shipper before it reaches the diverting point, although the charge applies to all other carloads of grain transferred from diverting points. President King of the Commercial Exchange is endeavoring to have the rule changed entirely for the substitution of \$1 fine per car on all cars of the destination of which advance notice shall not be given to the carrier company.

James S. Harlan, member of the Interstate Commerce Commission, recently heard complaints of Kentucky grain shippers against the Illinois Central Railroad. The charges of discrimination in rates were filed against the Illinois Central by Harth Brothers, Waller, Young & Co., A. Waller & Co., all grain dealers in Kentucky. The allegation was that previous to December 15, 1904, the I. C. had hauled grain from Henderson, Uniontown, Morganfield, Henshaw and other Kentucky points to points in the south at a uniform rate based on distance of haul at 3 cents a hundred pounds. It was charged that on the date mentioned the I. C. shoved up the rate to 4 cents on Morganfield, Henshaw and other points off the river and let it remain at 3 cents in Henderson and Uniontown, although the two latter towns were further away from the common points of destination. The rate was reduced to three cents.

Rates on grain and grain products from the Missouri River and the Mississippi River and Chicago will be advanced 1½ cents per 100 pounds on July 1. Proportional rates on coarse grain will be 11 cents and on wheat 12 cents, instead of 9½ cents and 10½ cents, as is charged at present. There will be some reduction in rates from the interior points. Last fall, in response to repeated demands of grain interests, railroads reduced the rate to meet competition of the Union Pacific, which paid 1½ cents per hundred pounds to the Peavey elevators. Then the roads made formal complaint to the Interstate Commerce Commission, and the elevation charge was cut to ¾ cent. All roads practically ignored the finding of the commission and agreed to restore old tariffs. The Chicago Great Western, to meet competition of the Union Pacific, gave notice it would pay all elevator owners ¾ cent per hundred pounds. This announcement was

followed by similar action on the part of the Wabash. Other Missouri River lines sought to stop the movement from spreading. On June 7 the traffic executive officials of western roads decided to make an allowance of a cent a bushel for elevation of grain at all Missouri River points. E. B. Boyd, traffic director of the Board of Trade, declared he would make a demand for a like allowance at Chicago, and if it was not granted he would take steps to compel the railroads to cease discrimination against this market. St. Louis grain interests are going to make a similar demand.

## BILL OF LADING FRAUDS.

A public meeting of the committee on commercial law of the Commission on Uniform State Laws was held at the Bellevue-Stratford, Philadelphia, on May 13, for consideration of an act to make uniform the law of bills of lading, drafted by Prof. Samuel Williston, of the Law School of Harvard University. In effect the bill places bills of lading as negotiable instruments nearly on a parity with promissory notes.

Discussion of the measure by representatives of railroad, banking, commercial and maritime interests showed that the consensus of opinion was in favor of the principles of the bill. There were, however, differences of opinion regarding some of its provisions, especially in the matter of the definition of the word "value."

Pointing out that thirty states of the Union had accepted the definition set forth in the act, Francis B. James, chairman of the committee, said that the definition in the bills of lading act was the one used in the sales act, warehouse receipt act and other uniform enactments. In the state of Ohio he said it had received the universal indorsement of the boards of trade and business organizations.

"But," retorted F. D. Page, "the merchants of Ohio are children in the matter of frauds in connection with bills of lading and warehouse receipts. While such frauds may be rare in Ohio and other states, in New York the crime is very common among the smaller merchants of foreign extraction. Those immigrants were brought up under laws which imbued them with the belief that they could only succeed by beating the law, or, in other words, by fraud. It is remarkable the ingenuity they display, and the variety of frauds they commit in New York is greater than those committed in all of the other states together. In suggesting adoption of New York's definition of 'value' we do so to prevent fraud."

The committee in question consists of Francis B. James of Cincinnati, chairman; Charles F. Libby of Portland, Me.; Walter George Smith of Philadelphia; Talcott H. Russell of New Haven, Conn.; Charles T. Terry of New York, and A. E. Eaton of Providence, while Professor Williston acted in an advisory capacity.

## A NEW KINK ON RATES.

In a decision announced on June 5, the Commerce Commission, the opinion being handed down by Commissioner Lane, some important points are determined with respect to through routes and through rates, under provisions of the new railroad rate law. The decision holds that practically all of the railroads in the United States are united as parts of through routes, over which through rates exist, even where no joint rate has been established.

The decision deals with the movement of 10,000,000 pounds of sugar, held in storage at Omaha. The sugar had been stored before the tariff out of Omaha and to the East went into effect. The commission decided that a railroad could not move the sugar at a tariff put into effect after it was stored, simply because of the local rate previously paid into Omaha. The decision holds that there can be but one through rate in effect between any two points at a given time and this rate may be a joint rate or a combination of rates, applicable on through business.

Commissioner Lane, in his decision, further states that "a combination through rate is as binding, definite and absolute as a joint through rate."

Apropos the decision, the Record-Herald on June 9 said: "The Chicago Board of Trade has decided to send E. B. Boyd, its traffic director, to Washington, to protest against the Interstate Commerce Commission's ruling in the sugar case. This ruling, it is claimed, would ruin the Chicago market if carried out."

"It is also stated that the operation of the rule would enable large grain dealers, who could maintain elevators at the Missouri River, to obtain a monopoly in the grain trade and play the market by waiting for the fluctuations in the freight rates."

"In connection with the same subject the Board of Trade will seek a square ruling or definition as to what constitutes a 'through route' and what a 'through rate.' The absence of these defini-



tions, it is stated, creates endless confusion in shipments and in rates. Under the present adjustment there is one grain rate into Chicago from points west of the Missouri River, one rate from Illinois territory and one rate out for Eastern destination.

"It has been the custom, when grain is stopped here, to ship it out on the local rate prevailing at the time of shipment East. Under the ruling this will no longer be possible, and the grain will have to be shipped East on the local rate prevailing at the time the grain arrived. This would, it is stated, practically destroy this or any other commercial grain center, as it would, in effect, take away the transit privileges now enjoyed.

"The possibilities in the way of grain trade monopoly building are patent. Any great grain firm could maintain elevators at the Missouri River and at Chicago. By keeping a supply in both cases they could ship in such a way as to take advantage of the change in the grain rates, having at times 2½ cents the advantage over smaller dealers.

"The effect of the commission's ruling in the sugar case will be most disastrous if persisted in," said Mr. Boyd. "We fail to see where any discrimination or harm exists when grain is shipped into Chicago upon a local rate and when shipped out the local rate prevailing at the time is paid. If the commission's ruling stays, there will always be two rates in effect; and accordingly one dealer would be shipping East on a 19½ cent rate, for example, while another would be enjoying a 17½ cent rate."

### A GRAIN GROWING DIARY.

The lateness of the season has set everyone talking of seeding and harvesting dates in previous years. Some Manitoba farmers keep a record of their own experiences, which attain a special interest and importance in exceptional seasons like the present. Thomas Renwick of Miami is one of the careful agriculturists of the province, who has a reliable record of the dates of sowing and harvesting wheat on his farm. Mr. Renwick has kept this for the past twenty-six years. On four occasions he has sown in May, and the dates of harvesting in these years have been: 1881, May 5—August 2; 1882, May 2—August 12; 1896, May 4—August 18; 1904, May 3—August 26. The following is the complete record:

Year.	Date of sowing.	Date of harvesting.
1881	May 5	Aug. 2
1882	May 2	Aug. 12
1883	April 24	Aug. 27
1884	April 4	Aug. 19
1885	April 10	Aug. 21
1886	April 8	Aug. 16
1887	April 1	Aug. 9
1888	April 13	Aug. 24
1889	Mar. 21	Aug. 8
1890	April 4	Aug. 8
1891	April 6	Aug. 18
1892	Mar. 30	Aug. 15
1893	April 26	Aug. 11
1894	April 25	Aug. 7
1895	April 1	Aug. 15
1896	May 4	Aug. 18
1897	April 17	Aug. 16
1898	April 11	Aug. 15
1899	April 13	Aug. 17
1900	April 3	Aug. 4
1901	April 4	Aug. 6
1902	April 14	Aug. 16
1903	April 10	Aug. 19
1904	May 3	Aug. 26
1905	April 8	Aug. 21
1906	April 6	Aug. 9

### GRAIN IN THE ARGENTINE.

W. B. Vanderburgh of Rosario, Argentine, is in the United States making a study of American methods of handling grain. "The grain business," he said in Minneapolis, "is reaching such proportions in the Argentine that the railroads are being forced to adopt modern methods of handling it. We know that in the United States and Canada the grain is sent to the markets by means of the small country elevators, which must be of great assistance to the railroads and to the farmers as well, being a great saving in time and expense to both.

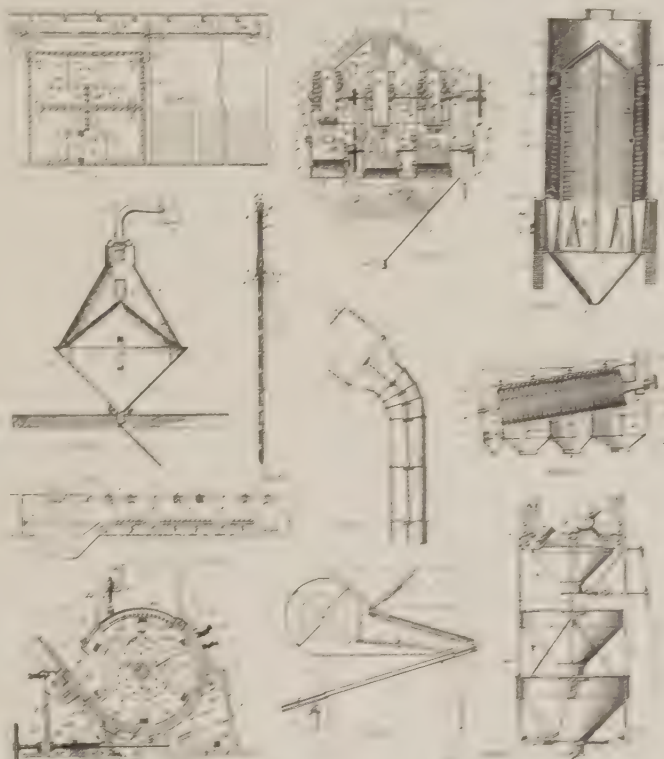
"In the Argentine, practically all the 400,000,000 bushels of grain shipped is bagged on the farms and taken to the railroad stations, where it is loaded by hand into the railroad 'wagons.' Almost all the grain which is exported is shipped in bags. Only a small proportion of the grain which passes through the terminal elevators is put on board ship in bulk. The railroad companies have built fine elevators at the ports.

"H. G. Cabritt of Buenos Ayres, who is assis-

tant general manager, which answers to vice-president of a corporation in this country, of the recently merged systems of the Buenos Ayres & Rosario Railroad and the Central Argentine Railroad, which operate almost 4,000 miles of road, is now in America studying the methods of handling and inspecting grain used here and collecting facts to be used in introducing similar systems in the Argentine.

"The keynote to the whole situation in the Argentine is that we have no official grain inspection such as is in operation here and in Canada. This causes a world of unnecessary trouble and loss to the railroad companies, which have to keep every consignee's grain absolutely separate from that of every other consignee. The grain houses can only be partly filled with this necessity for keeping each man's grain separate and as a result there is a great waste of space and much expense which falls on all concerned. There will probably be little difficulty in having grain inspection laws similar to those in use here adopted by the Argentine government.

"The Argentine Republic is the healthiest coun-



try in the world. The death rate there is the lowest of any country in the world. Out of a population of 6,500,000 in the Argentine, not more than 1,750,000 are real Argentines. There are 3,000,000 Italians there, 1,500,000 Spaniards; the rest are English, French, German—in fact almost every country is represented except Chinese, Japanese and blacks, of which we have none."

## OUR CALLERS

[We have received calls from the following gentlemen prominently connected with the grain and elevator interests during the month.]

- L. C. Breed, St. Louis, Mo.
- E. H. Culver, Chief Grain Inspector, Toledo, Ohio.
- Chas. Knox, representing Reynolds Bros., Toledo, Ohio.
- G. M. Robinson, President Charter Gas Engine Co., Sterling, Ill.
- M. E. Rozelle, representing The Wolf Co., Chambersburg Pa.
- S. W. Strong, Secretary Illinois Grain Dealers' Association, Pontiac, Ill.
- E. M. Wayne, President Illinois Grain Dealers' Association, Delavan, Ill.
- C. N. Howes, President Invincible Grain Cleaner Co., Silver Creek, N. Y.
- J. E. Gambrell, Green Camp, Ohio, representing Sprout-Waldron Co., Muncy, Pa.
- S. J. McTiernan, St. Louis, now representing Huntley Mfg. Co., Silver Creek, N. Y.
- John D. Shanahan, Bureau of Plant Industry, Department of Agriculture, Washington, D. C.

## LATE PATENTS

Issued on May 14, 1907.

Grain Meter.—Andrew Sonander, Springfield, Ohio, assignor to the American Grain Meter Co., Springfield, Ohio. Filed June 7, 1906. No. 853,268. See cut.

Grain Conveyor.—Edwin Whorral, Lodi, Ill. Filed February 26, 1907. No. 853,750. See cut.

Issued on May 21, 1907.

Grain Car Door.—Thomas Leonard, Champaign, Ill., assignor of one-half to Alfonso H. Isbell Champaign, Ill. Filed March 6, 1906. No. 854,949. See cut.

Grain Unloading Sink for Elevators.—Finlay R. McQueen, Minneapolis, Minn. Filed May 2, 1906. No. 854,377. See cut.

Grain Cleaner and Separator.—Thomas M. Bales, Dublin, Ind. Filed February 14, 1907. No. 854,023. See cut.

Issued on May 28, 1907.

Conveyor.—Albert L. Haines, Fort Fairfield, Me. Filed December 3, 1906. No. 854,734.

Grain Cleaner.—Joseph Peacock, Savanna, Ill., assignor to Cupola Cleaning Co., Chicago, Ill. Filed March 15, 1906. No. 854,757. See cut.

Grain Drier.—Joseph A. Higdon, Henderson Ky. Filed October 17, 1906. No. 855,312. See cut.

Issued on June 4, 1907.

Automatic Weighing Machine.—George Hoepner, Chicago, Ill. Filed June 8, 1906. No. 855,575. See cut.

Grain Sampler.—Hubert M. Gray, Minneapolis, Minn. Filed February 23, 1906. No. 855,849. See cut.

Grain Grader.—George H. Rich, Chicago, Ill. Filed September 24, 1906. No. 855,951. See cut.

Crusher and Pulverizer.—Milton F. Williams, St. Louis, Mo., assignor to Williams Patent Crusher and Pulverizer Co., St. Louis, Mo. Reissue. Filed September 14, 1904. No. 12,659. Original No. 758,288, dated April 26, 1904. See cut.

Uniform standard is needed. National and state bureaus should adopt uniform standard in gathering crop reports. Kentucky compares with a five-year average. Ohio compares with average. Government compares with a normal or promise of a full crop. The important states should all have state bureaus made as perfect as possible. The state bureaus should then report direct to the government, and all adopt a uniform basis in reporting.—King & Co.



## BARLEY AND MALT

The Riverside Malting Co. of Buffalo, N. Y., has started upon its new grain elevator which will be constructed at a cost of \$34,000. A frame housing shed costing \$5,000 will also be erected.

It is said the Davenport Malting Co. of Davenport, Iowa, is about to spend \$75,000 on improvements. A new malt house, new boiler rooms and storage plants and machinery will be included.

Recently the American Malting Co.'s plant at Milwaukee, Wis., gave way under the pressure of 100,000 bushels of malt, and one side of the building collapsed. The barley was spilled into an alley, where considerable was lost.

Owing to the late spring in the Canadian northwest it is stated but 80 per cent of the acreage used last year for wheat will be tilled for the same purpose this year and as a consequence the acreage of barley will be much greater. A large portion of this acreage will be sown to barley.

### JUDGING MALTING BARLEY.

Prior considers that the external appearance of barley can never afford a perfectly reliable indication of its suitability for malting purposes, even in the case of judges of long experience. On the other hand, a proper criterion of value is obtained by determining the amount of impurities and tail corn; the degree of modification enables an opinion to be formed of the behavior of the barley in the steep, and, in conjunction with the albumen content, on the modification of the malt on the floor. Finally, the weight per bushel and per thousand corns gives an approximate indication of the amount of valuable substances present in the barley.—Allg. Zeits Bierbrau.

### DRYING BREWERS' REFUSE.

The usual method of drying brewers' grains and the like is to cause them to pass through a rotating drum fitted with a series of baffle-plates or a worm while hot air is drawn or forced through the apparatus. According to an English invention, the rotating drum is dispensed with, and instead a long pipe, or flue, is employed in connection with the fan. At the inlet end of the pipe the substance to be dried is introduced, together with a supply of hot dried air. The substances as they pass through the pipe or flue, being drawn by the action of the fan, are dried by the air in which they are for the time being suspended, and delivered in a comparatively dry condition. If necessary the operations may be repeated either in the same apparatus or in an additional one. The inventor is Mr. E. Makin, Jr., of Ainsworth, near Bolton, England.

### BARLEY VALUATION IN EUROPE.

Among the addresses made to the International Agricultural Congress, that of Dr. Robert Wahl of Chicago, representing the United States Department of Agriculture, on the "Valuation of Barley," attracted more than ordinary attention. European scientific agriculturists and chemists have been for several years carrying on an animated discussion of the subject of the valuation of brewing barley. In his paper Dr. Wahl told them that whatever might be the case in Europe, the properties which they required most prominently in a good barley were not those recognized in the United States, and the European standards could not be applied in America. While European agriculturists, chemists and brewers based the valuation of barley primarily upon the lowest possible amount of albumen in the grain, the best American barleys were those possessing percentages of albumen far in excess of those which would be tolerated in Europe even in what were considered the most inferior grades. The intimation of the paper was that European scientists were mistaken in establishing their basis of the valuation of this grain, although the American representative did not go to the length of saying so in his address. He stated, however, that a congress of American agriculturists would probably be called for the purpose of agreeing on a system for standardizing American barleys.

The Corn Products Refining Company has decided to temporarily abandon the erection of a new \$5,000,000 plant at Summit, near Chicago. The company not yet being assured of sufficient water supplies at Summit, and while this problem is being worked out the work of the management will be devoted to the existing plants of the company.

## REVISED GRAIN LAW.

The reversion of the grain elevator law in Illinois gives the Railroad and Warehouse Commission jurisdiction over class A warehouses, and also over all grain inspectors, and amends the old law so that it requires all proprietors, lessees or manager of class A warehouses to procure a license to operate from the Commission. This license is to be revocable by the Commissioners upon a summary proceeding on the complaint of any person setting forth in writing any particular violation of the law.

Discrimination of any kind between persons desiring to avail themselves of warehouse facilities is prohibited under heavy penalties. On its reception, the law provides, grain is to be inspected and graded by a duly authorized inspector, and to be stored with grain of a similar grade received at the same time, as near as may be. In no case are grains of a different grade to be mixed while in store.

If an owner or consignee makes the request, and the warehouseman gives consent, grain of the same grade may be kept in a bin by itself, apart from that of other owners, and the bin shall be marked and known as "separate bin." If a warehouse receipt be issued for grain so kept separate it shall state on its face that it is in a separate bin, and shall state the number of such bin, and no grain shall be delivered from any class A warehouse unless it be inspected on delivery by a duly authorized inspector of grain.

The law, however, is not construed to require the receipt of grain into any warehouse in which there is not sufficient room to accommodate or store it properly, or in cases where such warehouse is necessarily closed.

Proprietors, lessees or managers of class A warehouses also are prohibited from mixing grain owned by themselves with the grain of other persons stored in such warehouses. The law provides for the appointment of a chief grain inspector to hold office for a term of two years. All deputy inspectors are to be appointed by the chief inspector, with the approval of the railroad and warehouse commissioners.

## For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

## ELEVATORS AND MILLS

### FOR SALE.

The Grand Avenue Elevator at Twenty-first and Grand. Large and profitable business. Full investigation desired. See or write

H. HARRIS, 200 W. Ninth St., Kansas City, Mo.

### FOR SALE.

Elevators in Illinois and Indiana that handle from 150,000 bushels to 300,000 bushels annually. Good locations. Prices very reasonable. Address

JAMES M. MAGUIRE, Campus, Ill.

### FOR SALE.

Modern elevator located on Chicago & North Western Railway. Capacity 25,000 bushels; good business and competition good. Will bear investigation. Address

LOCK BOX 713, Sioux Falls, S. D.

### ELEVATOR FOR SALE.

Modern elevator of 25,000 bushels for sale. In eastern North Dakota, on Soo Railroad. Good business; good competition; good reasons for selling; everything first-class. Address

LOCK BOX 713, Sioux Falls, S. D.

### FOR SALE

Twenty-thousand-bushel elevator and dwelling house in a good North Dakota wheat town. Elevator in good condition. Six-room house, with hot water heat; good well in house; also cistern, nice lawn and young trees. Address

LOCK BOX 327, Willow City, N. D.

## THREE SPECIAL BARGAINS.

One 10,000-bushel elevator; N. Y. C., western Indiana; ships 100 to 150 cars corn and oats; house good as new; \$4,500 cash.

One N. Y. C. Elevator; western Indiana; will average over 200 cars corn and oats; house good; \$7,000 cash.

One 10,000-bushel elevator; C. H. & D., western Indiana; first-class condition; ships sure 125,000; large territory; good as new; \$5,000 cash. No competition at either of these. Must hurry to get them. Have buyer for Cutler Grain Dryer, good condition.

JOHN A. RICE, Frankfort, Ind.

## OLD ESTABLISHED BUSINESS FOR SALE.

In order to close the estate of Samuel Thomas, deceased, the grain depot and business in Phillipsburg, N. J., conducted by him for 42 years, will be sold at private sale. The property has frontage of 60 feet on South Main St. and extends to Belvidere-Delaware branch of the P. R. R.; is improved with large stone and brick building (two stories on street and four stories on railroad side), fitted up with hopper scales, conveyors, and all modern appliances for wholesale and retail grain business, also railroad siding. For further particulars, apply to

SMITH & BRADY, Attorneys for Estate, Phillipsburg, N. J.

## MACHINERY

### ENGINES FOR SALE.

Gasoline engines for sale, 5, 7, 10 and 20 horsepower.

TEMPLE PUMP CO., 15th Place, Chicago, Ill.

### FOR SALE.

A 10-horsepower Columbus Engine in good second-hand condition, carefully overhauled.

WALLACE MACHINERY CO., Champaign, Ill.

### FOR SALE.

One No. 37 Howes Oat Clipper, good as new. Address

THE ADY & CROWE MERCANTILE CO., Denver, Colo.

### FOR SALE CHEAP.

One Gilbert's Universal Roller Mill. Eight rolls, 6x18 inches. In good condition.

FLOWER CITY CHARCOAL CO., 59 West Ave., Rochester, N. Y.

### FOR SALE.

Gasoline engines; one 54-horse Fairbanks-Morse; one 28, one 16, one 12, 2, 8 and 25 horsepower Sterling Charter. All sizes and prices in small sizes.

A. H. McDONALD, 38 W. Randolph St., Chicago.

### FOR SALE.

One A. T. Ferrell & Co., No. 89 Clipper Grain Cleaner, without rolls. This machine has been used but four days and is equipped for cleaning navy beans. Will have whatever screens added that will be required. Address

THE JERSEY PACKING CO., Cincinnati, Ohio.

### FOR SALE.

One No. 6 Monitor Dustless Receiving Separator. Two No. 7 Eureka Warehouse Scourers.

One No. 2½ Western Corn Sheller.

One lot second-hand elevators and conveyors.

One lot of second-hand buhr mills and grinders.

THE STRAUB MACHINERY CO., Cincinnati, Ohio.

## SPECIAL BARGAINS.

In corn shellers. One No. 2 B. F. Constant Sheller, latest type made. One No. 4½ Western Combined Sheller and Cleaner. One No. 2½ Western Combined Sheller and Cleaner. These machines are practically as good as new and will be sold cheap. Write for prices.

A. S. GARMAN & CO., Akron, Ohio.



**FOR SALE.**

One No. 179 Eureka Receiving Separator, complete with oat, barley and two sets of wheat screens. In first-class condition. Price on application to

MONTANA ELEVATOR CO., Moore, Mont.

**FOR SALE.**

One 10-foot 6-inch by 46-inch boiler, with fire front; 52 3-inch flues. Boiler in excellent condition. Also one 50-horsepower boiler feed, nearly new. Address

T. B. MARSHALL & CO., Kirkwood, Ohio.

**SCALES****SCALES FOR SALE.**

Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.

CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

## Miscellaneous & Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

**SITUATIONS WANTED****WANTED.**

Position as manager of elevator or line of elevators; 18 years' experience; keep double-entry books; best of reference. Address

A. W. WALLS, New Richmond, Ind.

**ELEVATORS WANTED****WANTED.**

Elevator or mill and elevator for good improved Illinois or Iowa farm. Address

IOWA, Box 1, care "American Elevator and Grain Trade," Chicago, Ill.

**LOCATIONS FOR ELEVATORS.**

Good locations for elevators and other industries on the line of the Belt Railway of Chicago. Low switching rates and good car supply. For further information address

B. THOMAS, Pres., Room 11, Dearborn Station, Chicago, Ill.

**GRAIN AND SEEDS****WANTED.**

Oats, corn, feeds and hay of all kinds. Send samples and quotations. Address

SOUTH SHORE GRAIN CO., Quincy, Mass.

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**MAKERS OF FIREPROOF WINDOWS**

WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc.

We make a specialty of

**Corrugated Iron and  
Metal Roofing  
For Grain Elevators**

And take contracts either for material alone or job completed. Write us for prices. We can save you money

**GRAIN RECEIVERS****PITTSBURG****HAY WANTED**

We are always in the market for Hay and Grain of all kinds. Our position as Leading Hay and Grain Dealers enables us to get top prices. We guarantee a square deal to every consignor, and liberal advances.

DANIEL McCAFFREY'S SONS CO.

Leading Hay and Grain Dealers, PITTSBURGH, PA.

References: Duquesne Nat'l Bank. Washington Nat'l Bank.

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**Ear Corn, Oats and Hay**

**PITTSBURG, PA.**

**D. G. Stewart & Geidel**

**GRAIN, HAY AND FEED**

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Proprietors Iron City Grain Elevator. Capacity  
300,000 bu.

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## P V F. H. PEAVEY & CO.

MINNEAPOLIS.

GRAIN RECEIVERS MINN.

Consignments Solicited.

**MILLING WHEAT A SPECIALTY**

**Marfield, Tearse & Noyes**

Inc.

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CONSIGNMENTS AND ORDERS FOR FUTURES  
SOLICITED.

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Private wires: Chicago and New York.

511-514 New Chamber of Commerce, Minneapolis, Minn.

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A. S. DUMONT R. C. ROBERTS A. E. O'DONNELL

**Dumont, Roberts & Co.**

**RECEIVERS GRAIN SHIPPERS**

Chamber of Commerce  
DETROIT, MICH.

Merchants Exchange  
DECATUR, ILL.

Consignments Solicited. Ask for our Bids and Quotations.

**CAUGHEY & CARRAN**

DETROIT, MICH.

**Grain and Seed Merchants and Commission**

OUR SPECIALTY: OATS AND CLOVER SEED

We handle Beans, Barley, Rye, Corn, Wheat. Try us. Liberal advances.

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ELEVATOR and SEED HOUSE: Corner 14th and Baker Sts.

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G. C. HOLSTEIN, Sec'y-Treas.

**Mohr-Holstein Commission Co.**

29 Chamber of Commerce

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Sample Grain a Specialty

BRANCH OFFICES AT CHICAGO, MINNEAPOLIS

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**J. V. LAUER & CO.**

Grain Commission

**BARLEY A SPECIALTY**

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Chamber of Commerce

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**ST. LOUIS****CONNOR BROS. & Co.**

**GRAIN**

ST. LOUIS, MO.

**Daniel P. Byrne & Co.**

General Commission Merchants

Successors to

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Established 1854

Incorporated 1887

*Grain, Hay, Mill Feed and Seeds*

*Chamber of Commerce, St. Louis, Mo.*

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St. Louis Merchants Exchange	German National Bank
Memphis Merchants Exchange	Little Rock
Little Rock Board of Trade	Jefferson Bank
National Hay Association	St. Louis
Grain Dealers Nat'l Association	Southern Trust Co.
	Little Rock

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—SELLING AGENT—

**OATS**

Direct connections with elevators  
located in  
Nebraska, Kansas,  
Iowa, Missouri,  
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OFFICES:  
Room 22, Gay Building  
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**CLEVELAND****THE UNION ELEVATOR CO.**

BUYERS AND SHIPPERS

**WHEAT, CORN, OATS, HAY AND STRAW**

OUR SPECIALTY: RECLEANED ILLINOIS SHIELLED CORN  
CLEVELAND, O.



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A. GERSTENBERG

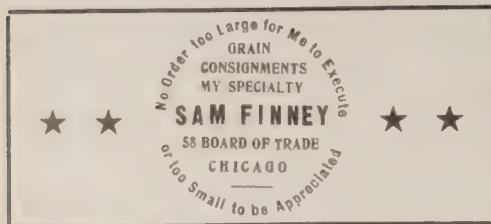
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Commission Merchants

HANDLE ALL GRAINS AND SEEDS

Barley a Specialty

OUR SERVICE WILL PLEASE YOU  
CHICAGO



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Grain Commission

Main Office  
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ALL THE TIME

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(Established 1852)

Commission Merchants, Grain and Seeds

We solicit your  
**CONSIGNMENTS**  
and orders in futures

226 La Salle Street,

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H. HEMMELGARN, Vice-Pres.

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Successors to

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Seeds a specialty

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Established 1883

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SOLICIT YOUR CONSIGNMENTS AND ORDERS  
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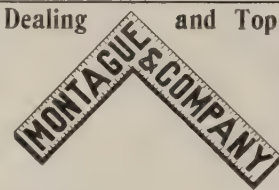
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and Top Prices.

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Tax Free

### DENATURED ALCOHOL

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Its Benefit to the Agricultural Industry

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99 Board of Trade

Chicago

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CASH AND FUTURE DELIVERIES

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Consign your grain and seeds and send your Board of Trade Orders to

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Write for our Daily Market Letter.  
Your interests are our interests.  
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ESTABLISHED 1852

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**E. W. BAILEY & CO.**  
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**ECKHARDT CO.,**

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CONSERVATIVE  
BUSINESS METHODS  
STAYING QUALITIES

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Our Service COSTS the Same as Others'.  
THE BEST is the CHEAPEST.

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6 Board of Trade CHICAGO

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Write us freely on all matters pertaining to grain and field seeds.  
Your questions fully and cheerfully answered; particular attention  
paid to timothy seed and grain by sample. Consignments  
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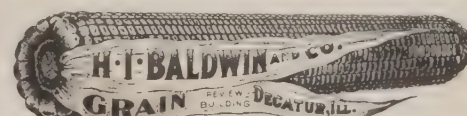
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OUR BIDS ARE GOOD ONES.



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**Grain and Seeds**  
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Consignments Solicited Ask for our Daily Grain Bids  
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### The J. J. Coon Grain Co.

GRAIN, SEEDS AND FEED

61 Produce Exchange

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**Buy and Sell Grain**

**SELL US YOURS**

If you don't get our bids, ask for them. Consignments always welcome. Consign us yours.

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Handling consignments and filling orders for futures

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SEND FOR OUR DAILY CIRCULAR; IT'S FREE

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**CORN-WHEAT-OATS**

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That country trade always pays you best in every way?

We work a large country business. See the point?

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Incorporated Capital \$250,000

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Corn for Feeders. Milling wheat a specialty. both winter and spring. Write for samples and prices. Shipment via C. & N. W. R. R.

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**TOWNSEND-WARD CO.**

GRAIN COMMISSION

Buffalo, - - - New York

We solicit your consignments for Buffalo market

**DUDLEY M. IRWIN**

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### The Bassett Grain Co.

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Telephones 80 Rooms 33 and 35 Board of Trade

W. J. RILEY

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**Grain, Flour and Feed**

Track bids made on application  
We want your trade

Let us have your consignments  
It will pay you to deal with us

NEW OR OLD PHONE 3434

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CONSIGNMENTS SOLICITED. Special attention given to the handling of CORN AND OATS.

REFERENCES: Manufacturers' National Bank, Philadelphia, Pa. Union National Bank, Westminster, Md.



# IMPORTANT NOTICE

## To the Trade Concerning Grain Purifying

**H**AVING acquired by purchase all of the U. S. patents (three in number) heretofore controlled by The American Grain Purifier Constructing Company, and all of the patents (seven in number) covering the Caldwell-Barr Grain Purifiers and Process for purifying grain, we, the UNITED STATES GRAIN PURIFIER COMPANY, beg to announce that we now control every U. S. Patent ever issued by the U. S. Government covering the Art of purifying grain with sulphur gas.

**We own all Basic Patents.**

**We own all Subordinate Patents.**

**We own all Process Patents.**

**We own all Mechanical Patents.**

Purifying oats and barley for the removal of Must and Smut Odors and Weather and Water Stains is almost universal in the grain trade to-day. Terminal Elevators and Country Elevators are making use of it extensively. Purified oats are demanded in the East, and command a handsome premium over natural or unpurified oats.

In Purifying Oats and Barley

**We expel Must and Smut Odors.**

**We remove Weather and Water Stains.**

**We improve the Grade and Quality of the grain.**

We are now prepared to grant licenses on reasonable terms for using our Grain Purifiers and Process for Purifying Grain. The cost is so small and the benefits and profits from purifying so great that no elevator can afford to be without a purifying system. We can furnish you blue prints, or we can furnish you a mechanic to superintend the installation of the system in your elevator, and instruct you in its operation if you desire it. Any one who is familiar with the Art of Purifying Grain readily recognizes that no feasible or practical Grain Purifier ever has been or can be constructed without infringing on our various U. S. Patents.

We shall protect all those who hold legal licenses heretofore granted by the American Grain Purifier Constructing Company.

We shall protect all elevators holding licenses from Caldwell & Barr.

We shall prosecute in the U. S. Courts all those attempting to operate or construct Grain Purifiers in any way infringing on our Patents, and we will pay a liberal reward to anyone furnishing us information of the construction or operation of any such Grain Purifiers. This statement and offer of reward are made because unauthorized parties, and parties holding no licenses and owning no patents, are going around the country offering to install Grain Purifiers. We therefore issue this warning that elevator owners may protect themselves against any such parties.

If you will visit our Home Office at Earl Park, Indiana (only 90 miles from Chicago on Big Four Ry.), we will show you grain purifying in all its details in full operation.

Send us your address and we will forward you free of cost samples of grain before and after purifying, and also full descriptive literature covering the Art of Purifying Grain.

You should get your order in for a Purifying System at once, so that you can have it installed and ready for operation before the new crops begin to move. If everyone waits until the last minute a good many must be disappointed and hence suffer in a financial way. Address

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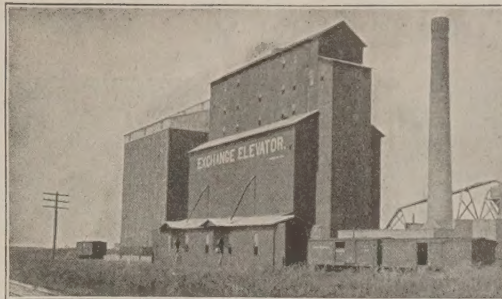
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# G. T. HONSTAIN

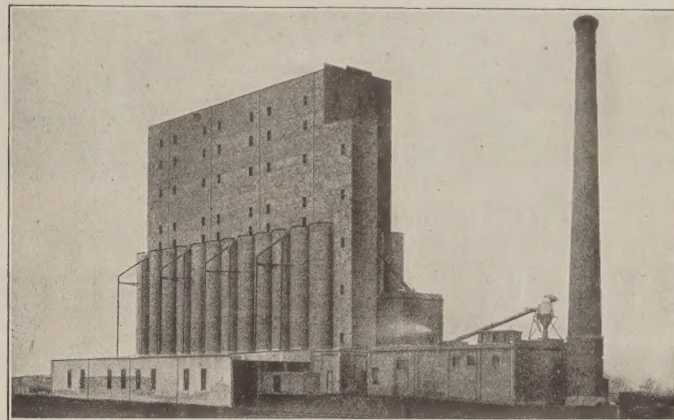
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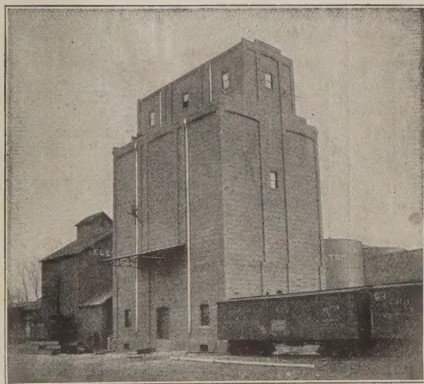


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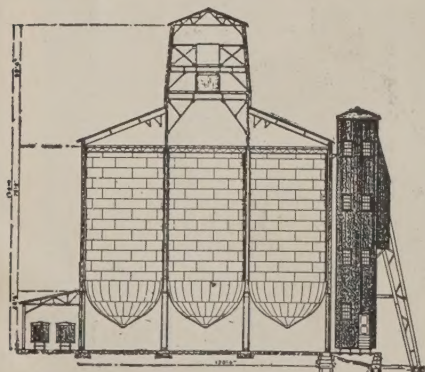
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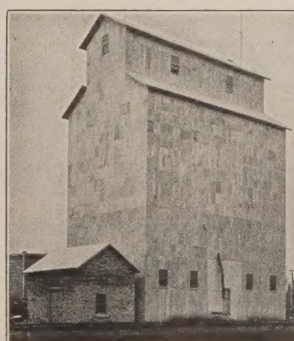
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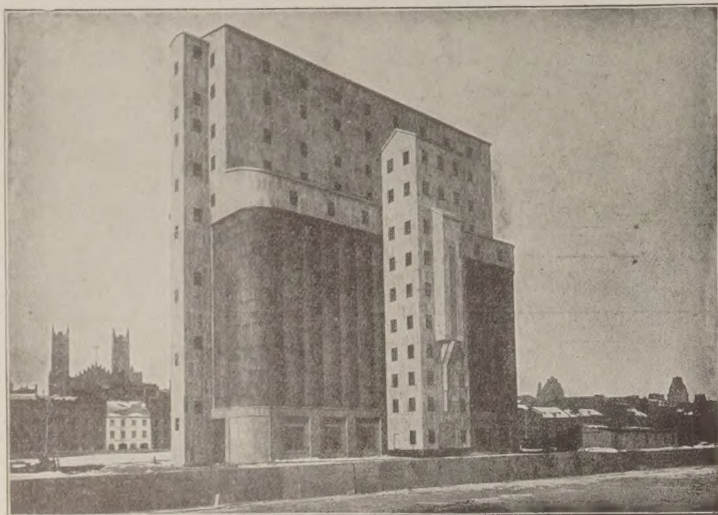
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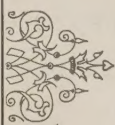
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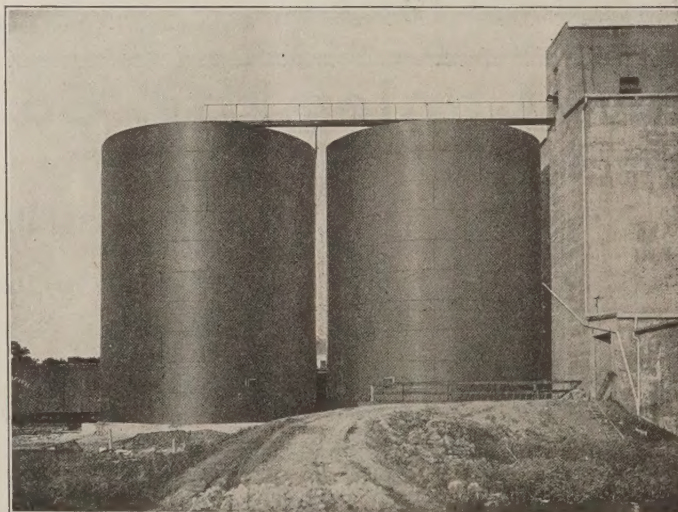
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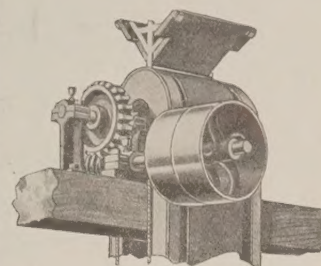
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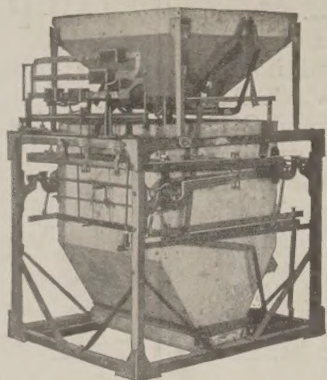
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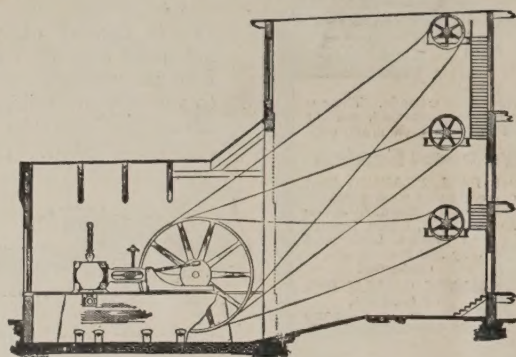
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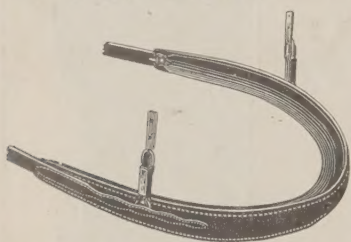
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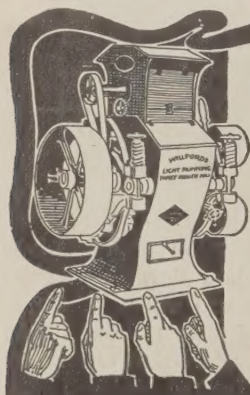
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